

Monroe County, Indiana.

Preliminary Report

SUBDIVISION REGULATIONS

A Part of the Master Plan
For
MONROE COUNTY, INDIANA

Prepared For
Monroe County Plan Commission



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SUBDIVISION REGULATIONS

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INTRODUCTION

The **SUBDIVISION REGULATIONS** constitute one of the implementing measures of planning (See definition of "Master Plan", § 3 Chpt. 174 Acts of '47). Reference is made to the content of these regulations in § 35 of Chapter 174, and the specific content is covered in § 45-52 of the same chapter.

When properly applied, the subdivision regulations have a threefold effect and benefit.

- (a) All subdividers and developers are required to follow the same standards of design and improvements thereby eliminating discriminatory action on approvals.
- (b) The occupants of the approved subdivision are assured that water, sewer and street improvements are installed properly and will meet their needs; that the design and layout of the subdivision also provides for their needs. (Coupled with zoning requirements the subdivision regulations guide the development of maximum "livability").
- (c) The public is assured that the regulations will promote the construction of an attractive, safe and sanitary environment, with the long-range result that the county affords an attraction for growth, a functional street system, maintenance of property values and an uplift in community pride. Further, the proper installation of improvements promotes the objectives of the planning legislation--the efficient use of public funds--in that maintenance and repair costs for those improvements which are dedicated to the public are held to a minimum.

While the standards and requirements included herein result from investigations and discussions with persons trained and experienced in the particular fields covered by the regulations and from the planning consultant's training and experience, they are considered to permit a degree of flexibility in some instances. This is one of the principal reasons for preliminary review and public hearing by the Plan Commission prior to the transmittal of the regulations to the Board of County Commissioners for its review and adoption.

The procedure for placing the subdivision regulations into effect must follow the requirements of § 37-42 and § 45.

SUBDIVISION REGULATIONS

A Part of the Master Plan For MONROE COUNTY, INDIANA

(Note: The form and content of these regulations are subject to the approval of the County Attorney prior to their adoption)

Preamble and Ordaining clause to be inserted here

ARTICLE 1. ESTABLISHMENT OF CONTROL

No plat or replat of a subdivision of land located within the jurisdiction of the Commission shall be recorded until it shall have been approved by the Commission, and such approval shall have been entered in writing on the plat by the President and Secretary of the Commission.

ARTICLE 2. DEFINITIONS.

For the purpose of these regulations certain terms or words used herein shall be interpreted or defined as follows. Words used in the present tense include the future tense. The term "shall" is mandatory.

ALLEY: A permanent public right-of-way designed to provide a secondary means of access to abutting property.

BLOCK: Property abutting on one side of a street, and lying between the two nearest intersecting or intercepting streets, or between the nearest intersecting or intercepting street and railroad right-of-way, waterway, or other definite barrier.

BOARD OF COMMISSIONERS: The Board of Commissioners of the County of Monroe, Indiana.

BUILDING SETBACK LINE: The line nearest the front of and across a lot establishing the minimum open space to be provided between the front line of buildings and structures and the front lot line or street right-of-way line.

COMMISSION: The Monroe County Plan Commission.

COUNTY: County of Monroe, Indiana.

CUL-DE-SAC (Court or Dead End Street): A short street having one end open to traffic and being permanently terminated by a vehicle turn-around.

DEVELOPER: Any person engaged in developing or improving a lot or group of lots or structures thereon for use or occupancy.

EASEMENT: A grant by the property owner of the use of a strip of land by the public or a person for specified purposes.

JURISDICTION OF THE COMMISSION: The unincorporated territory within the County of Monroe, Indiana.

LOT: A portion of a subdivision, or other parcel of land intended as a unit for transfer of ownership or development.

MASTER PLAN: The complete plan, or any of its parts, for the development of the County prepared by the Commission and adopted in accordance with Chapter 174, Acts of 1947, General Assembly of Indiana, as is now or may hereafter be in effect.

PERSON: A corporation, firm, partnership, association, organization or any other group acting as a unit, as well as a natural person.

PLAT: A map or chart indicating the subdivision or resubdivision of land, intended to be filed for record.

PRIVATE DRIVE: A right-of-way which has the characteristics of a street, as defined herein, except that it is not dedicated to the public use. A driveway which is located on a lot and which serves only the use on that lot is not considered as a private drive.

PUBLIC FACILITIES PLAN: The part of the Master Plan, now or hereafter adopted, which shows the locations of existing and proposed school and park or recreation area sites.

STREET: A right-of-way, other than an alley, dedicated or otherwise legally established to the public use, usually affording the principal means of access to abutting property. A street may be designated as a highway, thoroughfare, parkway, boulevard, road, avenue, lane, drive, or other appropriate name.

STREET (OR ALLEY) IMPROVEMENT: Shall mean the construction of a street or alley to its full thickness, commencing at the subgrade according to the specifications contained in Article 4, Section 2, hereinafter. The placing of a new surface over an existing paved or closed surface street or alley shall not be considered as an improvement but as maintenance.

STREET, MAJOR: A street designated for large volumes of traffic movement. Certain Major Streets may be classed as Limited Access Highways to which entrances and exits are provided only at controlled intersections and access is denied to abutting properties.

STREET, FEEDER: A street planned to facilitate the collection of traffic from Local Streets, and to provide circulation within neighborhood areas and convenient ways for traffic to reach Major Streets.

STREET, LOCAL: A street designated primarily to provide access to abutting properties, usually residential. Certain Local Streets may be Marginal Access Streets parallel to Major Streets, which provide access to abutting property and ways for traffic to reach access points on Major Streets.

SUBDIVIDER: Any person engaged in developing or improving a tract of land which complies with the definition of a subdivision as defined in this ordinance.

SUBDIVISION: The division of any parcel of land shown as a unit, as part of a unit, or as contiguous units on the last preceding transfer of ownership thereof, into two or more parcels, sites, or lots, any one of which is less than five acres in area, for the purpose, whether immediate or future, of transfer of ownership, provided, however, that the division or partition of land into parcels of more than five acres not involving any new streets or easements of access, and the sale or exchange of parcels between adjoining lot owners, where such sale or exchange does not create additional building sites, shall not be considered a subdivision; or

The improvement of one or more parcels of land for residential, commercial or industrial structures or groups of structures involving the subdivision and allocation of land as streets or other open spaces for common use by owners, occupants or lease holders or as easements for the extension and maintenance of public sewer, water, storm drainage, or other public utilities and facilities.

THOROUGHFARE PLAN: The part of the Master Plan, now or hereafter adopted which includes a major street and highway plan and sets forth the location, alignment, dimensions, identification, and classification of existing and proposed streets, highways, and other thoroughfares.

ZONING ORDINANCE: The part of the Master Plan for the County, now or hereafter adopted, including an ordinance and zone map and which divides the jurisdiction of the Commission into zones, with regulations and requirements and procedures for the establishment of land use controls.

ARTICLE 3. PROCEDURE.

A subdivider desiring approval of a plat of a subdivision of any land lying within the jurisdiction of the Commission, shall submit a written application therefore to the Commission. Such application shall be accompanied by the information, requirements and plans set forth in Figure 1., all in accordance with the requirements set forth in these regulations.

The requirements and principles and standards of design contained herein have general application to all subdivisions within the Commission's jurisdiction; however, due to the potential for development of the steep hillsides in the county additional requirements and principles and standards are provided. Therefore, in many instances two sets of standards are set forth which apply to (a) subdivisions within which differences in ground elevations result in an average slope of ten per cent (10%), or less, referred to herein as "flatland subdivisions", and (b) subdivisions within which differences in ground elevation result in an average slope in excess of ten per cent (10%) referred to herein as "hillside subdivisions".

Step 1. Preliminary Plat for Subdivision

- A. The owner or subdivider shall provide a preliminary plan of the subdivision which shall show the manner in which the proposed subdivision is coordinated with the Master Plan and its provisions; specifically with relation to the requirements of the Official Thoroughfare Plan; school and recreational sites; shopping centers; community facilities; sanitation, water supply and drainage, and other developments, existing and proposed, in the vicinity; provided, however, that no land shall be subdivided for residential use unless adequate access to the land over improved streets or thoroughfares exists or will be provided by the subdivider, or if such land is considered by the Commission to be unsuitable for such use by reason of flooding or improper drainage, objectionable earth and rock formation, topography, or any other feature harmful to the health and safety of possible residents and the community as a whole.**
- B. The subdivider shall provide the following:**
- 1. Location Map (which may be prepared by indicating the data by notations on available maps) showing:**
 - a. Subdivision name and location.**
 - b. Any thoroughfares related to the subdivision.**
 - c. Existing elementary and high schools, parks and playgrounds serving the area proposed to be subdivided, and other community facilities.**
 - d. Title, scale, north point and date.**
 - 2. A Preliminary Plat showing:**
 - a. Proposed name of the subdivision**
 - b. Names and addresses of the owner, subdivider and the city planner, land planning consultant, engineer or surveyor, who prepared the plan.**
 - c. Streets and rights-of-way, on and adjoining the site of the proposed subdivision, showing the names (which shall not duplicate names of other streets in the community, except as designated by the Commission) and including roadway widths, approximate gradients, types and widths of pavement, curbs, sidewalks, cross-walks, tree-planting and other pertinent data.**

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- d. Easements: Locations, widths and purposes.
 - e. Statement concerning the location and approximate size or capacity of utilities to be installed.
 - f. When the subdivision is to be served by private sewage disposal systems on individual lots, percolation tests as described in Bulletin No. S. E. 8, CURRENT ISSUE, Indiana State Board of Health shall be made as directed by the Commission and the results, certified by a registered Professional Engineer, shall accompany the preliminary plat.
 - g. Layout of lots, showing dimensions and numbers.
 - h. Parcels of land proposed to be dedicated or reserved for schools, parks, playgrounds or other public, semi-public or community purposes.
 - i. Contours at vertical intervals of two (2) feet if the general slope of the site is less than ten per cent (10%) and at vertical intervals of five (5) feet if the general slope is greater than ten per cent (10%).
 - j. Ground water levels stated in inches below ground surface and given at points of lowest ground surface elevation.
 - k. Tract boundary lines showing dimensions, bearings, angles, and references to section, township and range lines or corners.
 - l. Building setback or front yard lines.
 - m. Legend and notes.
 - n. Other features or conditions which would affect the subdivision favorably or adversely.
 - o. Scale*, north point and date.
3. A description of the protective covenants or private restrictions to be incorporated in the plat of the subdivision.

* The Preliminary Plat of the subdivision shall be drawn to a scale of fifty (50) feet to one (1) inch, or one hundred (100) feet to one (1) inch, provided, however, that if the resulting drawing would be over thirty-six (36) inches in shortest dimension, a scale as recommended by the Commission may be used.

- C. The application shall be accompanied by a certified check or money order in the amount of ten dollars (\$10.00) plus twenty-five cents (25¢) for each lot in the proposed subdivision with a minimum total charge of fifteen dollars (\$15.00) to cover the cost of checking and verifying the proposed plat, and such amount shall be deposited in the General Fund.

Step 2. Preliminary Plat Approval

- A. After an application for approval of a plat of a subdivision, together with two (2) copies of all maps and data, has been filed, the Commission shall review the Preliminary Plat and accept the application and plat or return them to the subdivider with suggestions for changes. No application will be considered at a meeting unless it has been filed with the Commission at least ten (10) days before the date of such meeting.
- B. After the Commission has accepted the application, it shall set a date for a hearing on the Preliminary Plat, notify the applicant in writing, and notify by general publication or otherwise, any person or governmental unit having a probable interest in the proposed plat. The cost of publication of the Notice of Hearing shall be met by the applicant.
- C. Following the hearing on the Preliminary Plat, the Commission will notify the applicant in writing that it has approved the Preliminary Plat and is ready to receive the Final Plat, or will advise the applicant of any further changes in the Preliminary Plat which are desired or should have consideration before approval will be given.

Step 3. Final Plat

The Final Plat shall meet the following specifications:

- A. The Final Plat may include all or only a part of the Preliminary Plat which has received approval.
- B. The original drawing of the Final Plat of the subdivision shall be drawn to a scale of fifty (50) feet to one (1) inch, provided that if the resulting drawing would be over thirty-six (36) inches in shortest dimension, a scale of one hundred (100) feet to one (1) inch may be used. Three black or blue line prints shall be submitted with the original Final Plat, or, in order to conform to modern drafting and reproduction methods, three black line prints and a reproducible print shall be submitted.
- C. The following basic information shall be drawn:
 - 1. Accurate boundary lines, with dimensions and angles, which provide a survey of the tract, closing with an error of not more than one (1) foot in five thousand (5000) feet.

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2. *Accurate distances and directions to the nearest established street corners or official monuments. Reference corners shall be accurately described on the plan.*
3. *Accurate locations of all existing and recorded streets intersecting the boundaries of the tract.*
4. *Accurate metes and bounds description of the boundary.*
5. *Source of title of the applicant to the land as shown by the last entry in the books of the County Recorder.*
6. *Street Names*
7. *Complete curve notes for all curves included in the plan.*
8. *Street lines with accurate dimensions in feet and hundredths of feet, with angles to street, alley and lot lines.*
9. *Lot numbers and dimensions.*
10. *Accurate locations of easements for utilities and any limitations on such easements.*
11. *Accurate dimensions for any property to be dedicated or reserved for public, semi-public or community use.*
12. *Building set back or front yard lines and dimensions.*
13. *Locations, type, material and size of all monuments and lot markers.*
14. *Plans and specifications for the improvements required in this Ordinance.*
15. *Restrictions of all types which will run with the land and become covenants in the deeds for lots.*
16. *Name of the subdivision.*
17. *Name and address of the owner and the subdivider.*
18. *North point, scale and date.*
19. *Certification by a registered professional engineer or registered land surveyor.*
20. *Certification of dedication of streets and other public property.*
21. *Certificates for approval by the Commission.*

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Step 4. Final Plat Approval

- A. When the Final Plat is submitted to the Commission, it shall be accompanied by a notice from the Board of Commissioners stating that there has been filed with and approved by that body, one of the following:
1. A certificate that all improvements and installations for the subdivision required for its approval have been made or installed in accordance with specifications; or
 2. A bond which shall:
 - a. Run to the Board of Commissioners
 - b. Be in an amount determined by the Commission to be sufficient to complete the improvements and installations in compliance with this Ordinance.
 - c. Be with surety satisfactory to the Commission, and
 - d. Specify the time for the completion of the improvements and installations.
- B. Upon the completion of the improvements and installations required of a subdivider for the approval of a Final Plat, and prior to the acceptance thereof for public maintenance by the Board of Commissioners or, if applicable, to any other governmental unit, the subdivider shall provide a three (3) year maintenance bond which shall:
1. Run to the Board of Commissioners and, if applicable, to any other governmental unit having a legal responsibility for the maintenance of said improvements and installations.
 2. Be in an amount equal to twenty per cent (20%) of the cost of said improvements and installations as estimated by the Board of Commissioners.
 3. Provide surety satisfactory to the Commission.
 4. Warrant the workmanship and all materials used in the construction, installation and completion of said improvements and installations to be of good quality and to have been constructed and completed in a workmanlike manner in accordance with the standards, specifications and requirements of this ordinance and the satisfactory plans and specifications therefor.
 5. Provide that for a period of three (3) years after said installations and improvements have been completed or are accepted for public maintenance by any appropriate governmental unit or agency thereof, the subdivider will at his own

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expense make all repairs to said Improvements and installations, or the foundations thereof, which may become necessary by reason of improper workmanship or materials, with such maintenance, however, not to include any damage to said improvements and installations resulting from forces or circumstances beyond the control of said subdivider or occasioned by the inadequacy of the standards, specifications, or requirements of this ordinance.

- C. Within a reasonable time after application for approval of the Final Plat, the Commission shall approve or disapprove it. If the Commission approves, it shall affix the Commission's seal upon the plat, together with the certifying signature of its president and secretary. If it disapproves, it shall set forth the reasons for such disapproval in its own records and provide the applicant with a copy.

ARTICLE 4. PRINCIPLES AND STANDARDS OF DESIGN.

The Final Plat of the subdivision shall conform to the following principles and standards of design.

§ 1. GENERAL. The subdivision shall conform to the principles and standards which are generally exhibited in the Master Plan.

§ 2A. STREETS. The following requirements are applicable to all subdivisions within the jurisdiction of the Commission except for variances and additional requirements for hillside subdivisions which are contained in Section 2B hereafter.

- A. The street and alley layout shall provide access to all lots and parcels of land within the subdivision, and where streets cross other streets, jogs shall not be created.**
- B. Proposed streets shall be adjusted to the contour of the land so as to produce useable lots and streets of reasonable gradient.**
- C. Certain proposed streets, where appropriate, shall be extended to the boundary line of the tract to be subdivided so as to provide for normal circulation of traffic within the vicinity.**
- D. Wherever there exists a dedicated or platted portion of a street or alley adjacent to the proposed subdivision and which conforms to the Master Plan, the remainder of the street or alley to the prescribed width shall be platted within the proposed subdivision.**
- E. Widths of streets shall conform to the widths specified in the Thoroughfare Plan.**
- F. The minimum right-of-way of Local Streets, including Marginal Access Streets or Cul-de-Sacs, shall be fifty (50) feet. All Cul-de-Sacs shall terminate in a circular right-of-way, with a minimum diameter of one hundred (100) feet, or other arrangement for the turning of all vehicles conveniently within the right-of-way.**
- G. Alleys shall be discouraged in residential areas but should be included in commercial and industrial areas where needed for loading and unloading or access purposes, and where platted, shall be at least twenty (20) feet in width.**
- H. The center lines of streets should intersect as nearly at right angles as possible.**
- I. At intersections of streets and alleys, property line corners shall be rounded by arcs of at least fifteen (15) feet radii or by chords of such arcs.**
- J. At intersections of streets the property line corners shall be rounded by arcs with radii of not less than twenty (20) feet, or by chords of such arcs.**

- K. If the smaller angle of intersection of two streets is less than sixty (60) degrees, the radius of the arc at the intersection of property lines shall be increased as deemed advisable by the Commission.
- L. Intersections of more than two (2) streets at one point shall be avoided.
- M. Where parkways or special types of streets are involved, the Commission may apply special standards to be followed in the design of such parkways or streets.
- N. Whenever the proposed subdivision contains or is adjacent to a railroad right-of-way or a highway designated as a "Limited Access Highway" by the appropriate highway authorities, provision shall be made for a Marginal Access Street, or a parallel street at a distance acceptable for the appropriate use of the land between the highway or railroad and such streets.
- O. Horizontal visibility on curved streets and vertical visibility on all streets must be maintained along the center lines as follows:
1. Major Streets: Five hundred (500) feet.
 2. Feeder Streets and Parkways: Three hundred (300) feet.
 3. Local Streets: One hundred and fifty (150) feet.
- P. Curvature measured along the center line shall have a minimum radius as follows:
1. Major Streets: Five hundred (500) feet.
 2. Feeder Streets and Parkways: Three hundred (300) feet.
 3. Local Streets: Two hundred (200) feet.
- Q. Between reversed curves on Major Streets there shall be a tangent of not less than one hundred (100) feet and on Feeder and Local Streets such tangent shall be not less than forty (40) feet.
- R. Maximum Grades for streets shall be as follows:
1. Major Streets, not greater than six (6) per cent.
 2. Feeder and Local Streets and Alleys, not greater than ten (10) per cent.
- S. The Minimum Grade of any street gutter shall not be less than three-tenths (0.3) per cent.

§ 2B. STREETS IN HILLSIDE SUBDIVISIONS.

- A. Variance. The provisions of Section 2A, Article 4 which may be varied by the Commission in approving a hillside subdivision are listed below:

Subsections A, D, E, F, O, 2., O, 3., P, 2., P, 3., Q for Feeder and Local Streets, and R, 2.

- B. Standards. The approval of street design and alignment at variance with the requirements of § 2A. in hillside subdivisions shall be based upon the planned density of development and topographical and geological features unique to each subdivision, to the end that the street system will best serve the needs of the occupants and the public; Provided that, (1) in no event shall the dedicated right-of-way of a street be less than forty feet (40'), (2) the maximum grade of streets may be increased to twenty per cent (20%) but only for straight distances of less than one hundred and fifty (150) feet, and (3) the design of streets shall give careful consideration to horizontal visibility and curvature and to vision clearance at street intersections which will provide maximum safety of access under the site conditions; in no case shall a radius of curvature, measured on the centerline of street, be less than eighty (80) feet.

§ 3. BLOCKS

- A. Blocks should not exceed twelve hundred fifty (1250) feet in length.
- B. Blocks shall be of sufficient width to permit two tiers of lots of appropriate depth, except where an interior street parallels a Limited Access Highway or other Major Street or a Railroad Right-of-Way.
- C. Design standards for blocks may be varied by the commission for hillside subdivisions.

§ 4A. LOTS IN FLATLAND SUBDIVISIONS.

- A. All lots shall abut on a street.
- B. Side lines of lots shall be at approximately right angles to straight streets and on radial lines on curved streets. Some variation from this rule is permissible, but pointed or very irregular lots should be avoided.
- C. Double frontage lots should not be platted, except that where desired along Major Streets, lots may face on an interior street and back on such thoroughfares. In that event a planting strip, or a planting screen, at least twenty (20) feet in width shall be provided along the back of the lot.
- D. Widths and areas of lots shall be not less than that provided in the Zoning Ordinance for single-family dwellings for the district in which the subdivision is located except that when a water main supply system or a sanitary sewer system are not

available, the lot area necessary to install a private water supply or private sewage disposal system, or both, on the lot in accordance with the State Board of Health regulations shall become the required minimum lot area.

- E. Wherever possible, unit shopping centers, based upon sound development standards, should be designed in contrast to the platting of lots for individual business use.
- F. Corner residential lots shall be wider than normal in order to permit appropriate setbacks from both streets.

§ 4B. LOTS IN HILLSIDE SUBDIVISIONS.

- A. Lot sizes and shapes in a hillside subdivision shall be determined by the Commission on the basis of the degree of slope and the topographical and geological characteristics of the subdivision; Provided however that minimum average lot sizes for single-family dwellings shall be as follows:

Degree of Slope	Minimum Average	
	Lot Area (sq. feet)	Lot width (feet)
between 10% and 15%	12,000	95
" 16% and 20%	15,000	100
" 21% and 25%	20,000	115
" 26% and 30%	30,000	140
over 30%	43,560	150

- B. Where it can be clearly demonstrated by the subdivider that topographic conditions will prevent the utilization of all possible building sites in the subdivision if all lots are required to abut on a street, some variation from that requirement may be permitted by the Commission by means of the careful design and adequate construction of private drives, subject to the following requirements:

- (1) Not more than three (3) lots shall be served by any one private drive.
- (2) Private drives shall be constructed of the same material and with the same design characteristics as is required for streets under Article 5, Section 2, except that the minimum surfaced width of a private drive may be sixteen (16) feet.
- (3) Common and joint maintenance by all owners, present and future, of the lots served by the private drive shall be made a part of the deed to each of the lots stipulating adequate maintenance and ensuring continuous access.
- (4) When private drives are utilized, provision shall be made on the lots for the off-street parking of at least three (3) automobiles for each lot served by the private drive which shall be in addition to the zoning requirement of one off-street parking space per residence. Such additional off-street parking may be provided in a common and shared parking area on the premises.

- (5) When the Commission approves the use of private drives in the subdivision, such approval shall be entered in writing in the Commission's minutes together with a copy of the deed restriction which is required by Subsection B (3) above.

§ 5. EASEMENTS

Where alleys are not provided, easements for utilities shall be provided. Such easements shall have minimum widths of twelve (12) feet, and where located along lot lines, one-half the width shall be taken from each lot. Before determining the location of easements the plan shall be discussed with the local public utility companies to assure the proper placing of easements for the installation of services.

§ 6. BUILDING SETBACK LINES

- A. For Flatland Subdivisions - shall be as provided in the Zoning Ordinance.
- B. For Hillside Subdivisions - May be varied by the Commission when application of zoning requirements can be demonstrated to be an unnecessary hardship. The subdivider must show building locations on the plat. In no event shall a building line be closer to the street line than five (5) feet.

§ 7. PUBLIC USE AREAS

- A. Where sites for parks, schools, playgrounds or other public uses are located within the subdivision area as shown in the Master Plan, the Commission may request their dedication for such purposes, or their reservation for a period of two years following the date of the approval of the Final Plat. In the event a governmental agency concerned passes a resolution expressing its intent to acquire the land so reserved, the reservation period shall be extended for an additional year.
- B. Whenever the subdivision contains an area, or areas, which cannot be developed into useable building sites, and when such area, or areas, are not suitable for inclusion in a lot in the subdivision, they shall be offered for dedication as public use areas. When such area or areas are accepted by the County, provision shall be made, and included in the plat and deed of dedication, for permanent easement of access to such areas.

ARTICLE 5. STANDARDS OF IMPROVEMENTS

The Final Plat of the subdivision shall conform to the following standards of improvements.

§ 1. MONUMENTS AND MARKERS

- A. Monuments and markers shall be placed so that the center of the bar or marked point shall coincide exactly with the intersection of lines to be marked, and shall be set so that the top of the monument or marker is level with the finished grade.

B. Monuments shall be set:

1. At the intersection of all lines forming angles in the boundary of the subdivision.
2. At the intersection of street property lines.

C. Markers shall be set:

1. At the beginning and ending of all curves along street property lines.
2. At all points where lot lines intersect curves, either front or rear.
3. At all angles in property lines of lots.
4. At all other lot corners not established by a monument.

D. Monuments shall be of stone, pre-cast concrete, or concrete poured in place with minimum dimensions of four (4) inches by four (4) inches by thirty (30) inches. They shall be marked on top with an iron or copper dowel set flush with the top of the monument or deeply scored on top with a cross. Markers shall consist of iron pipes or steel bars at least thirty (30) inches long, and not less than five-eighths (5/8) inch in diameter.

§ 2. STREETS

A. All streets (and alleys where provided) shall be completed to grades shown on plans, profiles, and cross-sections, provided by the subdivider and prepared by a registered professional engineer and approved by the Commission.

B. The streets shall be graded, surfaced and improved to the dimensions required by the cross-sections and the work shall be performed in the manner prescribed in "Standard Specifications for Road and Bridge Construction and Maintenance - 1957" of the State Highway Commission of Indiana. References in the following paragraphs refer to the S. H. C. of I. Standard Specifications.

Local streets shall be surfaced to a minimum width of twenty-eight (28) feet in flatland subdivisions. Alleys shall be paved to their full width. Street surface width in hillside subdivisions shall be determined on the basis of average lot density and topographical considerations. The general guide for hillside pavement widths is as follows:

<u>Average Lot Size (Square Feet)</u>	<u>Indicated Pavement Width (Feet)</u>
12,000 - 15,000	26
16,000 - 30,000	24
31,000 - over	22

- C. When streets in hillside subdivisions are to be paved to a width less than twenty-four feet, off-street parking bays shall be provided integral to the street and on the uphill side thereof at locations throughout the subdivision readily accessible to the lots therein, so as to permit the elimination of all on-street parking. Such bays shall contain in total within the subdivision three spaces per residential lot, such number not to include the one space per residence required by the Zoning Ordinance; Provided that when additional parking spaces will be provided on the lots in the subdivision the required number of parking bay spaces may be reduced by the amount of additional on-lot spaces.
- D. The street or alley surface shall be of portland cement concrete or a flexible pavement and shall be constructed in accordance with design characteristics at least equal to those given below.
- E. Prior to placing the street and alley surfaces, adequate subsurface drainage for the street shall be provided by the subdivider. Subsurface drainage pipe, when required, shall be coated corrugated pipe, or a similar type, not less than twelve (12) inches in diameter approved by the Commission. Upon the completion of the street and alley improvements, plans and profiles as built shall be filed with the Commission.

DESIGN CHARACTERISTICS OF STREET & ALLEY PAVEMENTS

Kind of Pavement & Thickness	Arterial	Feeder	Local	Alley
<u>PORTLAND CEMENT CONCRETE</u>				
Balanced Design Thickness*	10"-7"-10"	8"-5½"-8"	7½"-5"-7½"	-
Uniform Design Thickness	8¾"	6½"	6"	6"
*Intersections to be of uniform design using edge thickness.				
<u>FLEXIBLE**</u>				
Asphaltic Concrete	2"	1½"	-	-
Bituminous Coated Aggregate	2"	2"	2"	2"
Water Bound Macadam	8"	8"	6"	6"
Total Thickness	<u>12"</u>	<u>11½"</u>	<u>8"</u>	<u>8"</u>
**For intersections and parking strips on Local Streets, use Feeder Street design characteristics.				

§ 3A. SEWAGE DISPOSAL.

The following requirements are applicable to all subdivisions within the jurisdiction of the Commission, except for variances and additional requirements for hillside subdivisions which are contained in Section 3B hereafter.

- A. The subdivider shall provide the subdivision with a complete sanitary sewer system which shall connect with an existing approved sanitary sewer outlet, except that when such approved outlet is not available, one of the following methods of sewage disposal shall be used:
1. A complete sanitary sewer system to convey the sewage to a treatment plant, to be provided by the subdivider in accordance with minimum requirements of the Indiana State Board of Health and/or the Indiana Stream Pollution Control Board.
 2. A private sewage disposal system on individual lots consisting of a septic tank and tile absorption field or other approved sewage disposal system, when laid out in accordance with minimum standards of the Indiana State Board of Health (refer to Bulletin No. S. E. 8, Septic Tank Sewage Disposal Systems, current issue); provided, however, that a private sewage disposal system on an individual lot shall consist of a septic tank with a minimum capacity of one thousand (1000) gallons and a tile absorption field which shall provide a minimum of two-hundred and fifty (250) square feet for each bedroom in the dwelling placed on the lot. This method of sewage disposal shall not be allowed if the water table is less than thirty (30) inches below the ground surface.
- B. The plans for the installation of a sanitary sewer system shall be provided by the subdivider and approved by the Indiana State Board of Health (Refer to Regulation HSE 14, I. S. B. H.). Upon the completion of the sanitary sewer installation, the plans for such system as built shall be filed with the Commission.
- C. In these Sections 3A and 3B and the next Section 4, WATER, the phrase "the subdivider shall provide" shall be interpreted to mean that the subdivider shall install the facility referred to, or whenever a private sewage disposal system or an individual water supply is to be provided, that the subdivider shall require, as a condition of the sale of each lot or parcel in the subdivision, that the facilities referred to in these sections shall be installed by the developer of the lots in accordance with these regulations.

§ 3B. SEWAGE DISPOSAL IN HILLSIDE SUBDIVISIONS.

- A. When the requirements of Section 3A, subsection A, cannot be met in a hillside subdivision and when the use of private sewage disposal systems on individual lots is approved by the Commission the subdivider shall provide a written report with the Commission at the time of submittal of the final plat, which report shall include the results of subsoil investigations and statements covering:
- (1) percolation tests
 - (2) geological strata in the area of the subdivision
 - (3) soil condition and evaporation factors.

- (4) method for protection of unstable soil strata, fill areas and natural areas from slippage as related to the effect of effluent from septic tank absorption fields.
- B. When it is apparent from the analyses and findings under § 3B, A. above that the use of individual private sewage disposal systems may cause hazards to life or property, the private sewage disposal system described in § 3A, subsection A.2 shall be required by the Commission.

§ 4. WATER

- A. The subdivider shall provide the subdivision with a complete water main supply system, which shall be connected to a municipal or community water supply, except that when such municipal or community water supply is not available, the subdivider shall provide one of the following:
1. A complete community water supply system to be provided in accordance with the minimum requirements of the Indiana State Board of Health.
 2. An individual water supply on each lot in the subdivision in accordance with the minimum requirements of the Indiana State Board of Health (Refer to Bulletin No. S. E. 7, Safe Water Supplies, current issue).
- B. The plans for the installation of a water main supply system shall be provided by the subdivider and approved by the Indiana State Board of Health (Refer to Regulation HSE, 5, I. S. B. H.). Upon completion of the water supply installation, the plans for such system as built shall be filed with the Commission.

§ 5. STORM AND SURFACE WATER DRAINAGE

- A. The subdivider shall provide the subdivision with an adequate storm water sewer system whenever the evidence available to the Commission indicates that the natural surface drainage is inadequate. When the surface drainage is adequate, easements for such surface drainage shall be provided. Where curbs and gutters are not provided in the street, shallow swales with low points at least three inches (3") below the subgrade of the pavement may be required by the Commission.
- B. The plans for the installation of the storm sewer system shall be prepared by a registered Professional Engineer, be provided by the subdivider and approved by the Commission. In approving such plans, the Commission may require off-site improvements of drainage outlets to adequately handle the run-off from the subdivision.
- C. The subdivider shall provide for adequate storm and surface water drainage in hill-side subdivisions giving particular attention to the protection of filled land, prevention of water ponding (except as approved by the Commission), and the protection of sewer and water conduits and structures from damage caused by improper drainage.

- D. Wherever cuts and fills are to be made in a subdivision, the subdivider shall provide for the interception and diversion of surface waters away from the tops of the cuts and fills and into approved drainageways.

§ 6. CURB AND GUTTER

- A. Wherever a proposed subdivision lies adjacent to or between other subdivisions which have been provided with curb and gutter, or whenever the proposed subdivision will average more than two and one-half (2½) lots per gross acre included in the subdivision, the Commission shall require curb and gutter to be installed on each side of the street surface.

The Commission shall require curb and gutter to be installed on the downslope side of the street surface in a hillside subdivision. Gutters may also be required along the boundaries of parking bays as necessary for drainage control or public safety.

- B. The curb and gutter shall be of one of the construction types shown in Figure 2; provided that type B. curbs only shall be installed along any street on which the finished grade is more than six per cent (6%). Curb and gutter shall be constructed according to the following specifications:
1. The base for the curb and gutter shall be well-compacted on the existing base or grade.
 2. The minimum specifications shall be as shown for the cross-sections in Figure 2.
 3. All concrete used in the curb and gutter shall meet Indiana State Highway Commission Specifications.
- C. In order that erosion be held to a minimum on the downslope sides of streets in the subdivision the curb system shall be incorporated with catchbasins and culverts as necessary to carry run-off waters to the natural drainage course on the lowest level of the area.

§ 7. DRIVEWAYS

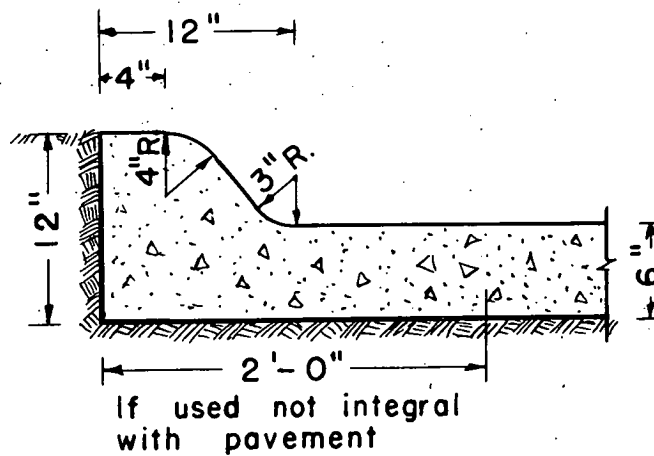
- A. The subdivider shall install approaches for each driveway connection to a street, and when the street is provided with curb and gutter the subdivider shall install curb returns on the driveways.
- B. Driveways shall be constructed so as not to impede the surface drainage system and where curbs are not required the subdivider shall provide one of the following types of improvement:
- (a) a corrugated iron pipe at least twelve inches (12") in diameter and fourteen feet (14') in length to be placed for each driveway approach.

Figure 2

Subdivision Control Ordinance

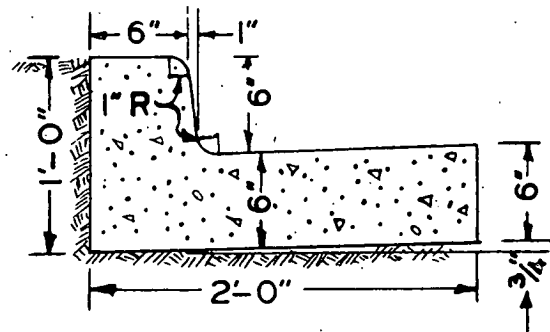
Curb and Gutter Detail – Types A., and B.
Using Portland Cement Concrete

A.



INTEGRAL OR ROLLED CURB GUTTER

B.



COMBINED CURB & GUTTER

- (b) a properly dipped or swaled concrete pavement fourteen feet (14') in length, at least six feet (6') in width and six inches (6") thick at the entrance to each driveway, designed so as not to create a hazard to the underparts of automobiles.

§ 8. SIDEWALKS

- A. Wherever a proposed flatland subdivision lies adjacent to another subdivision which has been provided with sidewalks, and whenever the proposed subdivision will average more than three and one-half (3½) lots per gross acre included in the subdivision, the Commission shall require sidewalks to be installed on each side of the street.
- B. In hillside subdivisions sidewalks are required to be installed on the up-hill sides of all streets, and may be required at points along the downslope side of streets as deemed necessary by the Commission in order to promote public safety.
- C. When sidewalks are required, they shall be constructed of Portland Cement Concrete, at least four (4) inches thick, and four (4) feet wide and placed one (1) foot inside the street property line.

§ 9. STREET SIGNS

The subdivider shall provide the subdivision with standard County street signs at the intersection of all streets.

§ 10. STREET TREES, SCREEN PLANTING AND REPLACEMENT OF NATURAL GROUND COVER

- A. Any trees or shrubs proposed to be installed in the street right-of-way by the subdivider or developer shall be approved by the Commission as to types and placement.
- B. The installation of trees and shrubs to form a tight screen, effective at all times, shall be required along the rear line of any lot which backs upon a major street, parkway or other thoroughfare.
- C. In a hillside subdivision, the natural ground cover shall not be disturbed except for the grading of those portions of the lots for building sites and for the installation of necessary improvements, including earth cuts and fills; Provided that the removal of additional natural ground cover under other circumstances may be permitted by the Commission when necessary to the successful development of the subdivision. In order that erosion caused from removal of such additional natural ground cover shall be prevented, the subdivider shall agree to the replacement of any additional natural ground cover prior to final approval of the subdivision, such replacement to be as directed by the Commission relative to method of installation and type.

ARTICLE 6. PLAT CERTIFICATES AND DEED OF DEDICATION

The following forms shall be used in final plats:

§ 1. COMMISSION CERTIFICATE

UNDER AUTHORITY PROVIDED BY CHAPTER 174 - ACTS OF 1947, ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF INDIANA, AND ALL ACTS AMENDATORY THERETO, AND AN ORDINANCE ADOPTED BY THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF MONROE, INDIANA, THIS PLAT WAS GIVEN APPROVAL BY THE COUNTY OF MONROE AS FOLLOWS:

Approved by the Monroe County Plan Commission at a meeting held _____,
19__.

MONROE COUNTY PLAN COMMISSION

President

Secretary

(SEAL)

§ 2. COUNTY COMMISSIONERS CERTIFICATE

UNDER AUTHORITY PROVIDED BY CHAPTER 47, ACTS OF 1951, OF THE GENERAL ASSEMBLY, STATE OF INDIANA, THIS PLAT WAS GIVEN APPROVAL BY THE BOARD OF COUNTY COMMISSIONERS OF MONROE COUNTY, INDIANA, AT A MEETING HELD ON THE _____ DAY OF _____, 19__.

BOARD OF COUNTY COMMISSIONERS

(SEAL)

§ 3. ENGINEERS CERTIFICATE

"I, _____, HEREBY CERTIFY THAT I AM A PROFESSIONAL ENGINEER (OR A REGISTERED LAND SURVEYOR) LICENSED IN COMPLIANCE WITH THE LAWS OF THE STATE OF INDIANA, THAT THIS PLAT CORRECTLY REPRESENTS A SURVEY COMPLETED BY ME ON _____, THAT ALL THE MONUMENTS SHOWN THEREON ACTUALLY EXIST, AND THAT THE LOCATION, SIZE, TYPE AND MATERIAL ARE ACCURATELY SHOWN.

(SEAL) _____ "

§ 4. DEED OF DEDICATION

Each final plat submitted to the Commission for approval shall carry a deed of dedication in substantially the following form:

"We, the undersigned _____, owners of the real estate shown and described herein, do hereby certify that we have laid off, platted and subdivided, and do hereby lay off, plat and subdivide, said real estate in accordance with the within plat.

This subdivision shall be known and designated as _____, and addition to _____. All streets and alleys shown and not heretofore dedicated, are hereby dedicated to the public.

Front and side yard building setback lines are hereby established as shown on this plat, between which lines and the property lines of the street, there shall be erected or maintained no building or structure.

There are strips of ground _____ feet in width as shown on this plat and marked "Easement", reserved for the use of public utilities for the installation of water and sewer mains, poles, ducts, lines and wires, subject at all times to the proper authorities and to the easement herein reserved. No permanent or other structures are to be erected or maintained upon said strips of land, but owners of lots in this subdivision shall take their titles subject to the rights of the public utilities.

(Additional dedications and protective covenants, or private restrictions, would be inserted here upon the subdivider's initiative or the recommendations of the Commission; important provisions are those specifying the use to be made of the property and, in the case of residential use, the minimum habitable floor area).

The foregoing covenants, (or restrictions), are to run with the land and shall be binding on all parties and all persons claiming under them until January 1, 19____, (a twenty-five (25) year period is suggested), at which time said covenants, (or restrictions), shall be automatically extended for successive periods of ten (10) years unless changed by vote of a majority of the then owners of the building sites covered

The right to enforce these provisions by injunction, together with the right to cause the removal, by due process of law, of any structure or part thereof erected, or maintained in violation hereof, is hereby dedicated to the public, and reserved to the several owners of the several lots in this subdivision and to their heirs and assigns.

State of Indiana)
) SS
County of Monroe)

(Signature)

ARTICLE 7. VARIANCE

ARTICLE 8. AMENDMENTS, VALIDITY AND ADOPTION

-17-

PROPOSED
MONROE COUNTY SUBDIVISION CONTROL ORDINANCE

Final Report
of
The Special Committee on Subdivision Control

Indiana University School of Law

October 1964

Richard M. Hull
Robert E. Peterson
David D. Phoenix
F. Reed Dickerson
Chairman

COMPREHENSIVE DEVELOPMENT REPORT

A comprehensive development program for Monroe County is based on a study of existing land uses, the character of the land in the County, the population and economy, and an evaluation of present trends toward industrial, residential commercial and recreational development in the County. ("Comprehensive Plan for Monroe County, Indiana," by Schellie Associates, 1963, p. 1-xxxvi). The results of this study indicates that the continuing development of Monroe County will be strongly influenced by four major factors:

1. The industrial and residential growth in the area around Bloomington.
2. Completion of Monroe Reservoir.
3. Presence of a major mineral resource, building limestone, in a belt that runs roughly northwest-southeast across the County.
4. Expansion of Indiana University.

Any land use plan for Monroe County must consider that these factors will be a strong influence in the future development of the open land in the county. On the accompanying map some of the unincorporated land of the County has been designated primarily for specific uses in order to aid in the continuing systematic development of those parts of the County that already have begun to change from agricultural to more intensive uses. These areas are principally the following:

1. In the vicinity of Bloomington, particularly where utilities are available, for industrial, residential, and commercial use.
2. In the vicinity of Monroe Reservoir and Lake Lemon for both permanent and seasonal residential use, for public recreation use, and for commercial facilities to serve the increase in visitors.
3. In the area where building limestone can be found, for the utilization of the mineral resource unique to Monroe and Lawrence Counties.

Other principles used as a guide in the preparation of the proposed County Development Plan, as well as the ordinances prepared to enforce the plan, are based primarily on considerations for public health, public safety, and the stabilization of property values.

The flat bottomland along every stream was formed by the stream that flows through it. During times of heavy rainfall, the stream in flood overflows its banks and spreads out onto that bottomland. During such floods, man-made structures such as homes and business buildings that have been built on the flood plain are likely to undergo considerable damage. Open uses of land should be encouraged on the flood plain, but development of building sites should not take place there.

Most of the open land in Monroe County is in agricultural uses and has not been developed for high density uses. During the past few years several residential subdivisions have been developed in this area that are miles from existing water and sewage lines, so that they are wholly dependent upon individual water wells and septic tanks for water supply and sewage disposal. In such closely built-up areas, the high density of homes combined with the existing standards and methods of constructing water wells and septic tank disposal fields has resulted in the pollution of a large number of private water wells by excretive and laundry wastes.

Water wells in limestone regions must be carefully sealed in order to prevent their becoming polluted by surface water, but even excellent construction is not always sufficient if houses are too close together. Where rural homes are spaced far enough apart, fewer wells are likely to become damaged because sources of pollution are more scattered.

Water supplies are limited in the eastern part of Monroe County, particularly around Monroe Reservoir, because the nature of the rocks prevents rainfall from soaking into the earth. Generally the residents of the eastern part of the County must rely on cisterns except where an artificial lake has been built for a community water supply. Soil is thin, and the effluent from septic tanks commonly is not completely absorbed but leaks to the surface and drains into ravines. Where community water and sewage facilities are not available, lots should be large enough to allow sewage wastes to remain on the property where

they originate. Lot dimensions must be established to permit maximum use of residential land, yet at the same time to provide for sufficient size where the public utilities, water and sewage, are not available that each home owner will have a reasonable opportunity to dispose of his sewage wastes with little possibility that he will endanger his or his neighbors' water supplies and health. Flexible standards to accommodate areas served by sewers and water as well as those that are not, will protect both the buyer and the reputable land developer. Such standards will also be a source of guidance to the farm-owner developers who often find the pressure to sell building lots from their farms too great to resist.

Subdivisions created by the selling of single small parcels of land by metes and bounds descriptions will continue to create serious health problems throughout the rural areas of Monroe County. In order that the County planning program be able to provide guidance for these developments as well as for the Plan Commission to remain informed on the extent and character of changes in land use that will effect traffic and drainage ways, it is extremely important that every subdivision proposal be examined by the Plan Commission before it has been developed, regardless of whether it is to be recorded as a single plat or is to be left unrecorded until sold as single lots with individual metes and bounds descriptions.

Other intensive uses of land, and especially those likely to be regarded as somewhat of a nuisance or a hazard by nearby residents, should be located near each other whenever possible, and should be separated by both space (lot size) and fencing or screen planting so as to reduce the hazard and nuisance to the community.

ROADS

One important function of a comprehensive development plan is to locate the general routes that probably will be needed for movement between existing and proposed areas of intensive land use. The present road system in Monroe County

will become increasingly inadequate to handle the volume of traffic as the County continues to develop. The purpose of designating classes of roads on the Comprehensive Development Plan Map for Monroe County is to establish projected right-of-way needs while the land is still available. In this way when it becomes necessary to widen existing roadways or to construct new ones, much of the right-of-way space will still be open and available for that use. Enforcement of the setback requirements of a Zoning Ordinance will be of substantial aid along the routes designated for future widening.

INDIANA UNIVERSITY

School of Law

BLOOMINGTON, INDIANA 47405

LAW BUILDING

October 30, 1964

AREA CODE 812
TEL. NO.

Mr. Maurice Jones, Chairman
Board of County Commissioners, Monroe County
Bloomington, Indiana

Dear Mr. Jones:

Attached is the Final Report of the Special Committee on Subdivision Control. This Committee was established by the Board of County Commissioners in September 1963 from the membership of the Seminar in Land Use, which I am privileged to conduct at the Indiana University School of Law. Its mission has been to prepare a subdivision control ordinance for Monroe County that would dovetail with the proposed master plan and the proposed zoning ordinance for the County.

The Committee's work is based for the most part on a draft originally prepared by Kenneth L. Schellie and Associates, of Indianapolis. Some changes in substance have been made, but only with the advice and approval of Mr. William J. Wayne, Secretary of the Monroe County Plan Commission, who has been most helpful throughout.

Legal research conducted as part of the mission suggests that the Master Plan Report recently submitted to the Commissioners, also by Kenneth L. Schellie and Associates, should be changed in several respects (see Part B). Although the enabling statutes of Indiana are not altogether clear on the matter, we believe that it would be the more desirable legal course to keep the master plan separate from its implementing ordinances relating respectively to zoning and subdivisions. Because such a separation involves a careful allocation of materials, specific recommendations for accomplishing this have been included in the attached report (see Parts A and C).

Again, it has been a privilege to serve the needs of Monroe County.

Sincerely,



F. Reed Dickerson
Chairman, Special Committee on
Subdivision Control

FRD:cc

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PART A

PROPOSED MONROE COUNTY SUBDIVISION CONTROL ORDINANCE

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AN ORDINANCE FOR THE DEVELOPMENT THROUGH SUBDIVISION CONTROL OF THE
UNINCORPORATED AREAS OF MONROE COUNTY, INDIANA

Be it ordained by the Board of County Commissioners of Monroe County,
Indiana, under the authority of Chapter 174, Acts of 1947,
as amended, General Assembly of the State of Indiana:

CHAPTER 1 - TERMINOLOGY

Section 1.1 Short Title

This ordinance may be cited as the "Monroe County Subdivision
Control Ordinance."

Sec. 1.2 Definitions

As used in this ordinance, the term:

"alley" means a right of way, other than a street, road,
crosswalk, or easement, that provides secondary access for the special
accommodation of the abutting property;

"arterial street" means a street designed for high volume
traffic;

"block" means an area that abuts a street and lies between
two adjoining streets or barriers such as a railroad right-of-way or a
waterway;

"Board of Commissioners" means the Board of Commissioners of
Monroe County;

"building line" means the line that establishes the minimum
permitted distance on a lot between the front lines of a building and
the street right-of-way line;

"Commission" means the Monroe County Plan Commission;

"County" means Monroe County, Indiana;

"dead-end street" means a street that is closed to traffic at one end;

"feeder street" means a street designed to facilitate the collection of traffic from local streets and to provide circulation within neighborhood areas and convenient ways to reach arterial streets;

"improvement", with respect to a street or an alley, means its surfacing to its full thickness, beginning at the subgrade, in conformity to section 7.2;

"limited access highway" means a highway to which abutting properties are denied access;

"local street" means a street designed primarily to provide access to abutting properties;

"lot" means a parcel of land intended as a unit for transfer of ownership or separate development;

"marginal access street" means an adjacent street that is parallel to, and provides access to, an arterial street;

"person" includes a corporation, firm, partnership, association, organization, or any other group that acts as a unit;

"plat" means a map or chart that shows a division of land and is suitable to be filed for record;

"private street" means a street not established for or dedicated to the public use;

"public street" means a street established for or dedicated to the public use;

"street" means a land right-of-way that provides the principal means of access to abutting property;

"subdivision" means the division of a parcel of land shown as a unit, or as contiguous units, on the last preceding transfer of ownership for the purpose of transferring ownership, leasing, or developing any part of it.

CHAPTER 2 - BASIC SUBDIVISION CONTROL

Sec. 2.1 Authority to Record

The plat for a subdivision of land in the County may be recorded only if it has been approved by the Commission under chapter 3.

CHAPTER 3 - PROCEDURE FOR APPROVAL

Sec. 3.1 Written Application

A person desiring approval of a plat for the purpose of recording it under section 2.1 must submit to the Commission a written application that includes the following:

- (1) A statement that the applicant desires to submit a proposed plat.
- (2) A location map, in duplicate, that shows:
 - (A) The name and location of the subdivision.
 - (B) Existing thoroughfares related to the subdivision.
 - (C) Existing elementary schools and high schools, existing parks and playgrounds, and other existing community facilities related to the subdivision.
 - (D) Title, scale, north point and date.
- (3) A preliminary plat, in duplicate, that complies with chapter 4.
- (4) A description of the protective covenants or private restrictions, if any, to be included in the plat.

Sec. 3.2 Fee

A certified check or money order for \$10 plus 25 cents for each lot, and in no case for less than a total of \$15, must accompany the application.

Sec. 3.3 Preliminary Review by Commission

The Commission shall review the application and hold it for further action or return it to the applicant with suggestions for changes. No application may be considered unless it has been on file with the Commission at least 10 days.

Sec. 3.4 Hearing and Notice

If the Commission does not return the application, it shall set a date for a hearing, notify the applicant in writing, and notify (by publication or otherwise) any person or governmental unit likely to have an interest in the application. The cost of publishing the notice must be paid by the applicant.

Sec. 3.5 Action on the Preliminary Plat

After the hearing on the application, the Commission shall approve the application, including the preliminary plat, and notify the applicant in writing, or tell the applicant what changes in the application are needed before approval will be given.

Sec. 3.6 Submission of Proposed Final Plat

After approval of the preliminary plat, a proposed final plat must be filed with the Commission. The proposed final plat may include all or part of the preliminary plat and must meet the requirements of chapter 5.

Sec. 3.7 Certificate of Improvement or Completion Bond

When filed under section 3.6, the proposed final plat must be accompanied by either:

- (1) a certificate that all improvements and installations for the subdivision required for its approval have been made or installed in accordance with specifications; or
- (2) a bond, or certificate of funds in escrow, that runs to the Board of Commissioners in an amount determined by the Commission to be sufficient to complete the improvements and installations in compliance with this ordinance, with surety



Ordinance controlling
Sanitation

Entire County
Residential.

except where commercial
~~is used~~ or Industrial is
now.

Any change subject
to hearing.

with Improvement
permits for control.

satisfactory to the Commission, and specifying the time for completing the improvements and installations.

Sec. 3.8 Action on the Final Plat

Within a reasonable time after the final plat has been submitted, the Commission shall (1) approve the plat and affix on it the Commission's seal, the signature of the President, and the signature of the Secretary; or (2) disapprove it, record the reasons for its disapproval, and give the applicant a copy.

CHAPTER 4 - REQUIREMENTS FOR PRELIMINARY PLAT

Sec. 4.1 Content of Preliminary Plat

To be approved under chapter 3, a preliminary plat must show the following:

- (1) Name of the subdivision.
- (2) Names and addresses of the owner, the subdivider, and the city planner, land planning consultant, engineer, or surveyor who prepared the plat.
- (3) Tract boundary lines, with dimensions, bearings, angles, and references to section, township, and range lines or corners.
- (4) Lot layout, showing dimensions and numbers.
- (5) Parcels to be dedicated or reserved for schools, parks, playgrounds, and other public or community purposes.
- (6) Building setback or front-yard lines.
- (7) Streets and rights-of-way in or adjoining the subdivision, by name, width, approximate gradient, type and width of pavement, and including curbs, sidewalks, crosswalks, trees, and other relevant information.
- (8) Location, width, and purposes of easements.
- (9) Location and approximate size or capacity of utilities.
- (10) Contours at vertical intervals of 2 feet if the general slope is less than 10 percent, and at vertical intervals of 5 feet if it is 10 percent or greater.
- (11) Soil water levels (February through June).
- (12) Legend or notes.
- (13) Other features significantly affecting the subdivision.
- (14) Scale, north point, and date.

Sec. 4.2 Attachment for Private Sewage Disposal System

If a private sewage disposal system is to be used on any lot, the preliminary plat must be accompanied by a statement, certified by a registered professional engineer, qualified sanitarian, or certified professional geologist, showing the results of percolation tests made as prescribed in the current issue of Bulletin No. S. E. 8, Indiana State Board of Health.

Sec. 4.3 Form of Preliminary Plat

To be approved under chapter 3, a preliminary plat must be drawn to a scale of 50 feet to 1 inch. However, if the resulting plat would be over 36 inches in its shortest dimension, a scale of 100 feet to 1 inch may be used.

CHAPTER 5 - REQUIREMENTS FOR FINAL PLAT

Sec. 5.1 Content of Final Plat

(a) The final plat may include all or part of the approved preliminary plat.

(b) To be approved under chapter 3, a final plat must show the following:

- (1) Name of the subdivison.
- (2) Names and addresses of the owner and the subdivider.
- (3) Boundary lines, by metes and bounds, that provide a survey of the tract (with dimensions and angles).
- (4) Lot layout, showing dimensions and numbers.
- (5) Parcels to be dedicated or reserved for schools, parks, playgrounds, and other public or community purposes.
- (6) Building setback or front yard lines, with dimensions.
- (7) Street lines, with dimensions in feet and hundredths of feet and with angles to street, alley, and lot lines. For a street bordering the subdivision, however, only the nearer half, measured from the center line, need be platted.
- (8) Existing or recorded streets that intersect the boundaries of the tract.
- (9) Distances and directions to the nearest established street corners or official monuments.
- (10) Street names.
- (11) Complete curve notes for all curves.
- (12) Location of easements for utilities, with limitations.
- (13) Locations, types, materials, and sizes of monuments and lot markers.

(14) Plans and specifications for the improvements required by chapter 7.

(15) Restrictive covenants running with the land.

(16) Source of title, as shown by the most recent entry in the books of the County Recorder.

(17) Scale, north point, and date.

(18) Certification by a registered professional engineer or registered land surveyor, in the form prescribed by section 8.1, that the plat adequately reflects his survey.

(19) Deed of dedication of streets and other property for public use, in the form prescribed by section 8.3.

(20) Form of certificate of approval by the Commission prescribed by section 8.4.

Sec. 5.2 Accuracy

(a) To be approved under chapter 3, a final plat must show boundary lines that are accurate to 1 foot in 5000 feet.

(b) A final plat may not be approved under chapter 3 unless it shows the following:

(1) Reference corners.

(2) Location of streets intersecting tract boundaries.

(3) Tract boundaries.

(4) Locations of easements.

(5) Dimensions of parcels reserved for public or community purposes.

Sec. 5.3 Form of Final Plat

(a) To be approved under chapter 3, a final plat must be drawn to a scale of 50 feet to 1 inch. However, if the resulting plat would be

over 36 inches in its shortest dimension, a scale of 100 feet to 1 inch may be used.

(b) To be approved under chapter 3, a final plat must be accompanied by 3 black or blue line prints. However, to conform to modern drafting and reproduction methods, 3 black line prints and a reproducible print may be used.

CHAPTER 6 - CONDITIONS FOR APPROVAL OF FINAL PLAT: STANDARDS OF DESIGN

Sec. 6.1 Conformity with Standards of Design

The final plat of a subdivision may not be approved by the Commission unless it conforms to the standards in the Monroe County Comprehensive Plan and to the following standards of design.

Sec. 6.2 Streets: Location and Arrangement

(a) The proposed street layout must be reasonably related to the topography of the land so as to produce usable lots and streets of reasonable gradient. It must provide for access to all lots within the subdivision.

(b) Where appropriate, proposed streets must be extended to the boundary of the subdivision to allow for normal circulation of traffic in the vicinity.

(c) Provision must be made for the continuation or projection of existing streets in the surrounding area except where impractical or undesirable because of topographical or design considerations.

(d) If a proposed subdivision contains or borders on a railroad right-of-way or limited access highway, a marginal access street or a street parallel to and on each side of the right-of-way at a distance suitable for the appropriate use of the intervening land must be provided.

Sec. 6.3 Streets: Dead-End Streets

(a) Permanently dead-ended streets must not be longer than 600 feet, as measured from the nearest intersecting street. They must be provided at the closed end with a turnaround having a diameter of at least 100 feet or other arrangement for the convenient turning of vehicles.

(b) A street may be permitted to be temporarily dead-ended where it is proposed to be and reasonably should be extended beyond

the plat limits but has not yet been so constructed. Temporarily dead-ended streets longer than 250 feet must be provided with a turnaround.

Sec. 6.4 Streets: Minimum Right-of-Way Widths

Street rights-of-way must conform in width with those specified in the Thoroughfare Plan of the Monroe County Comprehensive Plan. However, if none is specified, they must conform with the following:

(1) Where practicable, the minimum width of right-of-way of local or marginal access streets is 50 feet. If topographical or geological conditions prevent compliance, the Commission may authorize a narrower street right-of-way, but not less than 40 feet wide.

(2) A subdivision that is platted along only one side of an existing street must provide one-half of the minimum right-of-way, measured from the center-line of the street.

Sec. 6.5 Streets: Grades

(a) The steepest permissible grade for arterial streets is 6 percent and for other streets and for alleys is 10 percent. Where topographical or geological conditions prevent compliance, the Commission may authorize an increase in the permissible grade of a feeder or local street or of an alley to 20 percent, but only for straight distances of less than 150 feet.

(b) The lowest permissible grade for a street gutter is 0.3 percent.

Sec. 6.6 Streets: Alignment

(a) Between reverse curves there must be a tangent, measured along the center line, that is at least 100 feet long for arterial streets and at least 40 feet long for feeder and local streets.

(b) Where a deflection angle of more than 10 degrees in the alignment of a street occurs, a curve with the following minimum radius, measured along the center line, must be provided:

<u>Street type</u>	<u>Minimum radius of curvature</u>
Arterial streets	500 feet
Feeder streets and parkways	300 feet
Local streets	200 feet

Where topographical conditions justify a deviation from these standards, the Commission may authorize the use of a smaller radius of curvature. In no case may the radius of curvature be less than 80 feet.

(c) Direct visibility must be maintained along the center line of a street or parkway, as follows:

<u>Street type</u>	<u>Minimum sight distance</u>
Arterial street	500 feet
Feeder streets and parkways	300 feet
Local streets	150 feet

Sec. 6.7 Streets: Special Types

The Commission may prescribe appropriate standards for the design of parkways or other special types of streets.

Sec. 6.8 Streets: Intersections

(a) Intersections involving the junction of more than 2 streets must be avoided.

(b) Streets must intersect one another as nearly as possible at right angles. In no case may the angle of intersection be less than 60 degrees.

(c) Property line corners at street intersections must be rounded at a radius of at least 20 feet, and at street and alley inter-

sections at a radius of at least 15 feet. Where conditions require, the Commission may authorize a greater radius. The Commission may permit the use of comparable chords in place of rounded corners.

(d) Street jogs must not have center line offsets of less than 125 feet.

Sec. 6.9 Alleys

(a) Alleys must be provided in commercial and industrial districts where needed for loading and unloading or for access.

(b) Alleys shall be discouraged in residential districts.

(c) The right-of-way width for alleys must be at least 20 feet.

Sec. 6.10 Blocks

(a) Blocks must not be longer than 1250 feet nor shorter than 400 feet. Pedestrian crosswalks not less than 10 feet wide may be required in blocks longer than 900 feet where necessary for proper access to schools, playgrounds, shopping centers, transportation, and other community facilities.

(b) Blocks must be wide enough to provide for two tiers of lots of appropriate depth.

(c) So far as required by topography or by the location of limited access highways, railroads or waterways, the Commission may adjust block design standards.

Sec. 6.11 Easements

Where necessary, utility easements at least 12 feet wide must be provided across lots or centered on rear or side lots, the exact location to be determined in cooperation with the appropriate utility. Where the easement is located along a lot line, one-half must be taken from each lot.

Sec. 6.12 Lots: Location

(a) Except as provided in subsection (b), each lot must abut on a public street.

(b) Where the Commission finds that topographical conditions will not permit full use of all desirable building sites in the subdivision if lots are required to abut on public streets, it may authorize the use of private drives, subject to the following conditions:

(1) No private drive may serve more than 3 lots.

(2) Private drives must be surfaced to a width of at least 16 feet and must conform to the construction standards of section 7.5 of this ordinance.

(3) At least 3 off-street parking spaces, in addition to the 1 off-street parking space per residence required by the Monroe County Zoning Ordinance, must be provided for each lot served by a private drive.

(4) Maintenance of a private drive must, by appropriate provision in the plat, be made the joint and several responsibility of the owners of lots served by the drive.

Sec. 6.13 Lots: Sizes

(a) The widths and areas of lots must conform to the minimum requirements of the Monroe County Zoning Ordinance for the district in which the subdivision is located.

(b) Where the degree of slope of land in a subdivision is 10 percent or greater, the minimum average lot width for single-family dwellings that have water and sewerage is as follows:

<u>Degree of slope</u>	<u>Minimum average lot width (feet)</u>
10% or more but less than 16%	95
16% or more but less than 21%	100
21% or more but less than 26%	115
26% or more but less than 31%	140
31% or more	150

(c) Where a public water system or public sewage system is not available, the Commission may require that percolation tests be made at the instance of the subdivider to assure proper operation of individual water systems and individual sewage disposal systems. If the tests show the necessity for a greater minimum lot area or width than that established by the Monroe County Zoning Ordinance, the Commission shall require that lot size be adequate for the system to be installed.

(d) The width and area of lots designed for commercial or industrial uses must be adequate to provide for off-street service and parking facilities required by the type of use and development proposed.

Sec. 6.14 Corner Lots

Corner lots for residential use must have sufficient extra width to permit the minimum building setback from and proper orientation to both streets.

Sec. 6.15 Double Frontage Lots

Double frontage and reverse frontage lots must be avoided, except where needed to provide separation of residential development from arterial streets or to overcome specific disadvantages of topography and orientation. A planting screen easement at least 10 feet wide, across which there is no right of access, must be provided along the lines of lots abutting the arterial street or other disadvantageous use.

Sec. 6.16 Lot Lines

Side lot lines must be approximately at right angles to straight streets and on radial lines to curved streets.

Sec. 6.17 Building Lines

The setback provisions of the Monroe County Zoning Ordinance must be applied in determining building lines, except that where it is shown that, because of topography, those provisions are inappropriate to particular lots, the Commission may authorize a lesser setback than would otherwise be required. In no event may a building line be less than 5 feet from a street right-of-way.

Sec. 6.18 Public Sites and Open Spaces

(a) Where a site for a park, school, playground or other public use, as shown on the Monroe County Comprehensive Plan, is located wholly or partly within the subdivision, the Commission may require that the proposed public space be dedicated to the public or reserved for the 2-year period immediately following the date of approval of the final plat. If the appropriate governmental agency adopts a resolution of intent to buy the reserved area, the reservation period must be extended 1 year.

(b) An area that is incapable of being developed into a usable building site and is unsuitable for inclusion in a lot in a proposed subdivision may be offered for dedication as a public use area. Upon acceptance of the area by the Commission, a deed dedicating the area to the public and providing for a permanent easement of access to the area must be recorded by the owner.

CHAPTER 7 - CONDITIONS FOR APPROVAL OF FINAL PLAT: IMPROVEMENTS

Sec. 7.1 Monuments and Markers

(a) A monument must be set:

(1) at the apex of each angle in the subdivision boundary line; and

(2) at each intersection of street rights-of-way lines.

(b) Except where a monument is required, a marker must be set:

(1) at the beginning and end of each curve on a street or alley right-of-way line;

(2) at each point where a lot line intersects the curve of a street or alley right-of-way line; and

(3) at the apex of each angle in the property line of a lot.

(c) A monument must be of stone, pre-cast concrete, or concrete poured in place and must be at least 4 inches by 4 inches by 30 inches.

It must be marked on top with an iron or copper dowel set flush with the top of the monument or deeply scored on top with a cross. A marker must be an iron pipe or a steel bar at least 30 inches long and at least 5/8ths of an inch in diameter.

(d) A monument or marker must be placed so that the center of the dowel, scored cross, pipe, or bar coincides exactly with the intersection of the lines to be marked, and must be set so that the top of the monument or marker is level with the finished grade.

Sec. 7.2 Streets and Alleys

(a) Streets and alleys must be (1) graded, surfaced, and improved to the dimensions required by the plans, profiles, and cross sections prepared by a registered professional engineer, (2) approved by the Commission, and (3) provided by the subdivider.

(b) The grading, material types, and methods of construction of streets and alleys must conform to Standard Specifications for Road and Bridge Construction and Maintenance - 1957 of the State Highway Commission of Indiana.

(c) A local street in a flatland subdivision must be surfaced to a width of at least 28 feet. A local street in a hillside subdivision must be surfaced to a minimum width to be determined on the basis of topographical considerations and average lot density, generally as follows:

<u>Average Lot Size</u> <u>(Square Feet)</u>	<u>Pavement Width</u> <u>(Feet)</u>
12,000 or more but less than 16,000	26
16,000 or more but less than 31,000	24
31,000 or more	22

(d) An alley must be surfaced to its full width.

(e) If a street in a hillside subdivision is surfaced to a width of less than 24 feet, enough off-street parking bays must be provided to eliminate on-street parking. These bays must be integral to the street, must be on the uphill side of the street, and must be so located that they are readily accessible to the lots to which they relate. They must contain 3 spaces for each residential lot in addition to the space for each residence required by the Monroe County Zoning Ordinance. However, if additional parking spaces are provided on a lot, the required number of parking bay spaces for that lot is reduced by the number of those additional spaces.

(f) Adequate subsurface drainage for streets or alleys must be provided before a street or alley is surfaced. Subsurface drainage pipe, when required, must be coated corrugated pipe or a similar type, at least 12 inches in diameter, and approved by the Commission.

(g) The surface of a street or alley must be of portland cement concrete or a flexible pavement and must be constructed in accordance with design characteristics at least equal to those given below:

<u>Kind of Pavement & Thickness</u>	<u>Kind of Street</u>				
<u>Portland Cement Concrete</u>	<u>Arterial</u>	<u>Feeder</u>	<u>Local</u>	<u>Alley</u>	
Balanced Design Thickness*	10"-7"-10"	8"-5½"-8"	7½"-5"-7½"	-	
Uniform Design Thickness	8½"	6½"	6"	6"	

* Intersections must be of uniform design using edge thickness.

Flexible**

Asphaltic Concrete	2"	1½"	-	-	
Bituminous Coated Aggregate	2"	2"	2"	2"	
Water Bound Macadam	8"	8"	6"	6"	
Total Thickness	12"	11½"	8"	8"	

** For intersections and parking strips on local streets, feeder street design characteristics apply.

(h) Upon the completion of the street and alley improvements, plans and profiles as built must be filed with the Commission.

Sec. 7.3 Curbs and Gutters

(a) If a proposed subdivision lies adjacent to or between other subdivisions that have been provided with curb and gutter, or if it will average more than 2½ lots per gross acre, curb and gutter must be installed on each side of the street surface.

(b) In a hillside subdivision, curb and gutter must be installed on the downslope side of the street surface.

(c) The Commission may require the installation of gutters along the boundaries of parking bays so far as necessary for drainage control or public safety.

(d) Curbs and gutters must be of construction types shown in Figure 1. However, only type B curbs may be installed along a street on which the finished grade is more than 6 percent. Curb and gutter must meet the following specifications:

(1) The base must be well-compacted on the existing base or grade.

(2) Curb and gutter must comply with the cross-sections in Figure 1.

(3) Concrete used in the curb or gutter must meet Indiana State Highway Commission specifications.

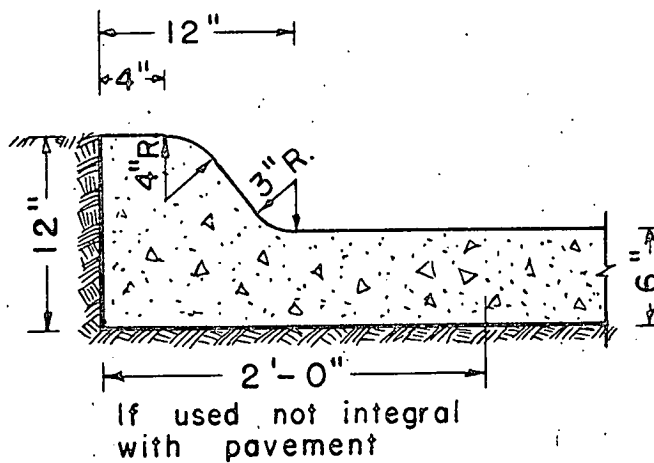
(e) To hold erosion to a minimum on the downslope sides of streets, the curb system must be integrated with catchbasins and culverts so far as necessary to carry run-off waters to the natural drainage course on the lowest level of the area.

Figure 1

Subdivision Control Ordinance

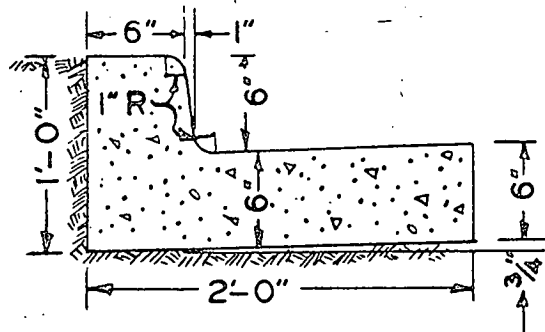
Curb and Gutter Detail - Types A., and B.
Using Portland Cement Concrete

A.



INTEGRAL OR ROLLED CURB GUTTER

B.



COMBINED CURB & GUTTER

Sec. 7.4: Sidewalks

(a) If a proposed flatland subdivision lies adjacent to or between other subdivisions that have been provided with sidewalks, or if the subdivision will average more than 3 lots per gross acre, sidewalks must be installed on each side of the street.

(b) In a hillside subdivision sidewalks must be installed on the up-hill sides of all streets.

(c) If it considers them necessary, the Commission may require sidewalks along the downslope side of streets.

(d) If sidewalks are required, they must be made of portland cement concrete at least 4 inches thick and 4 feet wide, and must be placed 1 foot inside the street property line.

Sec. 7.5 Driveways

(a) Approaches must be installed for each driveway connection to a street. Driveways must be constructed so as not to impede the surface drainage system.

(b) If a street is provided with curb and gutter, curb returns must be installed on the driveways. If it is not provided with curb and gutter, one of the following must be installed:

(1) A corrugated iron pipe at least 12 inches in diameter and 14 feet long to be placed under each driveway approach.

(2) A dipped or swaled concrete pavement at least 14 feet long, 6 feet wide, and 6 inches thick to be placed at the entrance to each driveway and designed so as not to create a hazard to the underparts of automobiles.

Sec. 7.6 Street Signs

The subdivider must install standard county street signs at the intersections of all streets.

Sec. 7.7 Storm and Surface Water Drainage

(a) If, in the opinion of the Commission, the natural surface drainage is inadequate, an adequate storm water sewer system must be installed. The plans for such a system must be prepared by a registered professional engineer, approved by the Commission, and provided by the subdivider. In approving the plans, the Commission may require off-site improvement of drainage outlets to adequately handle the drainage from the subdivision.

(b) If, in the opinion of the Commission, the natural surface drainage is adequate, easements for the natural surface drainage must be provided.

(c) If curb and gutter are not installed, the Commission may require the subdivider to construct shallow swales on either side of the street with low points at least 3 inches between the subgrade of the pavement.

(d) In a hillside subdivision, adequate storm and surface drainage must be provided, with particular attention to the protection of filled land, the prevention of water ponding (except as approved by the Commission), and the protection of sewer or water conduits and structures from damage caused by improper drainage.

(e) If cuts and fills are to be made in a subdivision, the subdivider must provide for the interception and diversion of surface waters away from the tops of the cuts and fills and into approved drainageways.

Sec. 7.8 Water Supply

(a) If a municipal or community water supply is available, a complete water main supply system that connects to the municipal or community water supply must be installed. The plans for installation must be approved by the Indiana State Board of Health (see Regulation HSE) and provided by the subdivider. Upon completion of the system, the plans for the system as built must be filed with the Commission.

(b) If a municipal or community water supply is not available, the subdivider must:

(1) install a complete community water supply system in accordance with the minimum requirements of the Indiana State Board of Health; or

(2) require on each lot, as a condition of sale, the installation of an individual water supply in accordance with the minimum requirements of the Indiana State Board of Health (see Bulletin No. S.E. 7, current issue).

Sec. 7.9 Sewage Disposal in Flatland Subdivisions

(a) If an existing approved sanitary sewer outlet is available, a complete sanitary sewer system that connects with that outlet must be installed. The plans for installation must be approved by the Indiana State Board of Health (see Regulation HSE 14) and provided by the subdivider. Upon the completion of the system, the plans for the system as built must be filed with the Commission.

(b) If an existing approved sanitary sewer outlet is not available, the subdivider must:

(1) install complete sanitary sewer system to convey the sewage to a treatment plant, the installation to be in accordance with minimum requirements of the Indiana State

Board of Health and those of the Indiana Stream Pollution Control Board; or.

(2) require on each lot, as a condition of sale, the installation of an individual sewage disposal system in accordance with the minimum standards of the Indiana State Board of Health (see Bulletin No. S.E. 8, current issue). Each individual sewage disposal system must consist of a septic tank with a capacity of at least 1000 gallons and a tile absorption field that provides at least 250 square feet for each bedroom in the dwelling placed on the lot. This method of sewage disposal may not be used if the water table is less than 30 inches below the ground surface.

Sec. 7.10 Sewage Disposal in Hillside Subdivisions

The requirements for sewage disposal in hillside subdivisions are the same as those for sewage disposal in flatland subdivisions, except that:

- (1) if an existing approved sanitary sewer outlet is not available, the subdivider must, when he submits the final plat, make a written report to the Commission that includes the results of subsoil investigations and information covering:
 - (A) percolation tests;
 - (B) geological strata in the area of the subdivision;
 - (C) soil condition and evaporation factors; and
 - (D) a method for protecting unstable soil strata, fill areas, and natural areas from slippage as related

to the effect of effluent from septic tank absorption fields; and

(2) if the analysis and findings show that the use of individual sewage disposal systems may cause hazards to life or property, the sanitary sewage system described in section 7.9 (b) (1) shall be required by the Commission.

Sec. 7.11 Street Trees, Screen Planting, and Replacement of Natural Ground Cover

(a) Each tree or shrub proposed to be installed in the street right-of-way must be approved by the Commission as to type and placement.

(b) Trees or shrubs that form a tight screen, effective at all times, must be planted along the rear line of each lot that backs on an arterial street, parkway, or other thoroughfare.

(c) The natural ground cover must not be disturbed in a hillside subdivision, except that:

(1) it may be removed in grading the parts of lots that are to be used for building sites or for the installation of necessary improvements; and

(2) it may be removed by permission of the Commission, if removal is necessary for the successful development of the subdivision.

To prevent erosion caused by the removal of the natural cover under clause (2), the subdivider must agree, before final approval of the subdivision, to replace it with ground cover using a type and a method of installation prescribed by the Commission.

Sec. 7.12 Plans and Specifications of Improvements

The certificate of improvements, completion bond, or certificate of funds in escrow filed with the Commission under section 3.7 must be accompanied by plans and specifications for all improvements that are completed or anticipated.

Sec. 7.13 Variance

If a subdivider shows that a requirement imposed by sections 7.1 - 7.11 would cause unnecessary hardship and that typographical or geological conditions at the site make possible some departure from the requirement without materially affecting its purpose, the Commission may to that extent authorize a variance. To be effective, a variance and the reasons for it must be recorded in the minutes of the Commission.

CHAPTER 8 - FORMS FOR USE IN FINAL PLAT

Sec. 8.1 Engineer's Certificate

The following form must be used on final plats for the purposes of section 5.1 (b) (18):

I certify that I am a registered professional engineer
[or registered land surveyor] licensed under the laws
of Indiana; that this plat accurately represents a
survey made by me on _____, 19__; that the
monuments shown on it exist; and that their locations,
sizes, types, and materials are accurately shown.

(SEAL) _____

Sec. 8.2 Deed of Dedication

Substantially the following form must be used on final plats for the purposes of section 5.1 (b) (19):

We, the owners of the real estate described below, certify
that we have subdivided and platted it according to this plat.

This subdivision is called _____,
an addition to _____. The streets and
alleys shown, so far as they have not already been so dedicated,
are dedicated to the public.

Front and side yard setback lines are established as shown
on the plat. Between them and the property lines of the adjacent
streets no building or other structure may be erected or main-
tained.

The strips of ground _____ feet wide that are shown on the plat and marked "easement" are owned by the owners of the lots that they respectively affect, subject to the rights of public utilities for the installation and maintenance of water and sewer mains, poles, ducts, lines, and wires. Buildings or other structures may not be erected or maintained on these strips.

[Additional dedications and private restrictions desired by the subdivider or Commission, such as those affecting use and habitable floor area, may be inserted here.]

These restrictions run with the land and bind all persons until _____ [a 25-year period is suggested]. At that time, and at the close of each succeeding 10-year period, each currently effective restriction is extended for the succeeding 10-year period, unless before the close of the current period a majority of the current owners vote to change it. Invalidation of a restriction by a court does not affect other restrictions not otherwise invalidated.

These restrictions may be enforced by injunction, including action by due process of law to remove all or part of any offending structure, brought by the owner of any lot in the subdivision.

Signed and sealed _____, 19__.

(Signature)

(SEAL)

(Signature)

(Notarization form)

Sec. 8.3 Commission Certificate

The following form must be used on final plats for the purposes of sections 3.8 and 5.1 (b) (20):

Under the authority of Chapter 174, Acts of 1947, as amended, General Assembly of the State of Indiana, and the Monroe County Subdivision Control Ordinance, this plat was approved by the Monroe County Plan Commission at a meeting held

_____, 19__.

MONROE COUNTY PLAN COMMISSION

(President)

(SEAL)

(Secretary)

CHAPTER 9 - MISCELLANEOUS

Sec. 10.1 Severability

If a part of this ordinance is invalid, all valid parts that are severable from the invalid part remain in effect. If a part of this ordinance is invalid in one or more of its applications, the part remains in effect in all valid applications that are severable from the invalid applications.

Sec. 10.2 Effective Date

This ordinance takes effect upon its passage and approval by the Board of County Commissioners.

PART B

RECOMMENDED CHANGES IN PROPOSED MASTER PLAN

(1) The Master Plan should be separated from the proposed Zoning Ordinance and the proposed Subdivision Control Ordinance and separately adopted, no later than the passage of these two implementing ordinances. It should consist of the materials on pages I through XXXV (explanation of the Master Plan) and the final (unpaged inserts) "sheet 1 of 2" (Comprehensive Development Plan) and "sheet 2 of 2" (Master Plan of Thoroughfares) of the Master Plan Report of Schellie Associates, dated December 1963.

(2) Most of the materials on pages 55-56 (Title II, Official Thoroughfare Plan, Subdivision Control Ordinance) and 78 (Title IV, Public Facilities Plan of the same ordinance) of the Master Plan Report may be omitted as surplusage. The rest should be absorbed into the proposed Zoning Ordinance and the proposed Subdivision Control Ordinance (see Parts A and C).

(3) For ease of understanding, the legend on the insert sheet designated "Comprehensive Development Plan" should be revised to show what elements comprise the Thoroughfare Plan, what elements comprise the Land Use Plan, and what elements comprise the Public Facilities Plan. (This has been done by Schellie Associates in the more recent plan proposed for Brown County.)

(4) It is also recommended that the terminology used in the Master Plan be improved and standardized. In particular, it is recommended that, instead of "Master Plan," "Comprehensive Master Plan," or "Comprehensive Development Plan," the terms now used, the single term "Comprehensive Plan" be adopted. This term, which is used in the statute establishing a

planning commission for Marion County, avoids the word "Master," which has unfortunate connotations in Monroe County. The terms and concepts in the legend on the sheet designated "Comprehensive Development Plan" are not entirely consistent with those used in the proposed Zoning Ordinance and the proposed Subdivision Control Ordinance. In addition, the applicable definitions in those ordinances (e.g., "local street") should be incorporated into the Comprehensive Plan.

PART C

RECOMMENDED CHANGES IN PROPOSED MONROE COUNTY ZONING ORDINANCE

(1) Section 3.3(c) should be amended by striking out the word "Master" and substituting the words "Monroe County Comprehensive".

(2) Sections 6.1(a) and 6.1(b) should be amended to read respectively as follows:

(a) An action of the following kinds may not be taken unless the Planning Coordinator, or written application, finds that it is consistent with the Monroe County Comprehensive Plan, this ordinance, and the Monroe County Subdivision Ordinance, and issues an improvement location permit:

(1) Giving of permission to erect or change any structure on or in the land, except one incidental to an agricultural use.

(2) Establishment of an SC District under section 2.3.

(3) Change in an FP District under section 2.4.

(4) Grant of a special exception under section 3.3.

(b) The filing fee, which is payable to the Planning Coordinator, is \$2, except that in the case of a special exception, it is \$15.

(3) The following new section should be inserted after section 6.4, and sections 6.5, 6.6, and 6.7 should be renumbered 6.6, 6.7, and 6.8, respectively:

Sec. 6.5 Protection of Street Rights-of-Way

An improvement location permit may not be issued unless the street rights-of-way proposed by the Thoroughfare Plan of the Monroe County Comprehensive Plan will be protected from encroachment. For this purpose, the proposed street right-of-way lines shall be treated as if they were

the front lines of the lots and tracts that abut the street.

(4) Section 7.5(a) should be amended by striking out the word "enforcing" and substituting the word "under".

PART D

IMPLEMENTING RESOLUTIONS

1. Adoption of Comprehensive Plan and Recommendation of Implementing Ordinance by Monroe County Plan Commission.

WHEREAS the attached Comprehensive Plan, a proposed Zoning Ordinance, and a proposed Subdivision Control Ordinance for Monroe County, Indiana, have been submitted to the Monroe County Plan Commission of the County; and

WHEREAS a public hearing on the Comprehensive Plan, the proposed Zoning Ordinance, and the proposed Subdivision Control Ordinance was held at _____ on _____, 19__, beginning at ____ o'clock __M., notice having been published on _____, 19__, in the _____, a newspaper of general circulation in Monroe County, Indiana;

IT IS RESOLVED by the Monroe County Plan Commission under Chapter 174 of the Acts of 1947, as amended, General Assembly of the State of Indiana, that the attached Comprehensive Plan is adopted and that the attached proposed Zoning Ordinance and proposed Subdivision Control Ordinance are recommended to the Board of County Commissioners of the County for passage.

IT IS FURTHER RESOLVED that the Secretary of the Plan Commission shall certify a copy of the Comprehensive Plan to the Board of County Commissioners of the County, and that _____, a member of the Plan Commission, shall appear at the next meeting of the Board of

County Commissioners to present the Comprehensive Plan, proposed Zoning Ordinance, and proposed Subdivision Control Ordinance.

ADOPTED _____, 19__.

President, Monroe County
Plan Commission

Members, Monroe County
Plan Commission

2. Adoption of Comprehensive Plan by Board of County Commissioners

IT IS RESOLVED by the Board of County Commissioners of Monroe County, Indiana, under Chapter 174 of the Acts of 1947, as amended, General Assembly of the State of Indiana that the attached Comprehensive Plan for Monroe County, recommended by the Monroe County Plan Commission on _____, 19__, is adopted.

ADOPTED _____, 19__.

President

ATTEST: _____
Secretary

Members voting Aye:

Members voting Nay:

CURRENT
ORIGINALS - SPECIALS

WM

Upon written permission of the Engineer, systems composed entirely of mechanical joints may be back-filled prior to testing, it being understood that the Contractor assumes the risk of re-excavating to the pipe in the event the system fails to meet the requirements of the pressure test.

Depending on traffic conditions, public hazard, or other reasons, the Engineer may direct when tests of completed sections of mains shall be made, and he may order such tests to be made in relatively short sections in order that hazardous sections may be backfilled promptly.

VALVE BOXES Valve boxes shall be provided for all buried valves unless they are houses in valve chambers. Valve boxes shall be made of good quality cast iron and shall be of the sectional type. The lower section shall be a minimum of five (5) inches in diameter, enlarged to fit around the bonnet of the valve if a two section box is used, or to fit a circular or oval base section if a three section box is used. The upper section shall be arranged to slide or screw down over the adjoining lower section, and shall be full diameter throughout. Valve boxes shall be provided with cast iron lids or covers. Lids or covers shall be marked for the service for which the valve is used, such as "Water", "Gas", etc. The over-all length of valve boxes shall be sufficient to permit the top to be set flush with the established ground surface grade.

Valve boxes shall be set truly vertical and so supported until sufficient backfill has been placed as to insure the vertical alignment of the box.

GATE VALVES This item shall include the furnishing and installation of the valves, excavation and backfill, disposal of excess excavated material, and all such other work as may be necessary for a complete installation ready for use. Valves shall be Class "A" valves as specified in Section LD for #150 working and 300# test pressure. They shall open by turning to the left, and shall be fitted with standard operating nut. Valves shall be Eddy Valve Co. or valve equal in every respect to the Eddy valves now in place, and approved in writing by the Owner in advance of ordering.

SPECIFICATIONS FOR
BURIED CAST IRON PIPE AND FITTINGS

GENERAL All labor, materials, equipment, services and tools necessary for the construction of all buried cast iron pipe, fittings and specials required on this Contract shall be furnished and installed in conformance with the following specifications.

MATERIALS All cast iron pipe, fittings and appurtenances incorporated in the work performed under this Contract shall conform to the following specifications.

PIPE AND FITTINGS All cast iron pipe and fittings shall conform as to dimensions, weight, character of materials, allowable variations in diameter and thickness, method of manufacture, marking and coating to the following specifications.

Bell & Spigot Pipe Mechanical Joint Pipe	American Standards Association A 21.6 or A 21.8
Mechanical Joints	American Standards Association A 21.11
Bell & Spigot or Mechanical Joint Fittings	A.W.W.A. C100-08 or American Standards Association A 21.10
Flanged Pipe	American Standards Association A 21.6 or A 21.1 with flanges faced and drilled to A.S.A. Class 125
Flanged Fittings	A.W.W.A. 1908 Specifications or American Standards Association A21.2

and

The weight and class of pipe/fittings to conform with these specifications to be incorporated in the work included in this Contract shall be as set forth in the Project Specifications. The thickness class for buried pipe and fittings shall be as recommended by American Standards Association for Condition B, for the depth of trench stated in the Project Specifications or Contract Drawings. Interior and exterior of pipe and fittings, except wall castings, shall be tar-coated, unless otherwise provided in the Project Specifications. Exterior of wall castings shall be uncoated.

EXCAVATION Excavation and backfill in open cut or tunnel for buried cast iron pipe and fittings shall be carried out in compliance with the General Specifications for Excavation, Backfill and Foundations.

LAYING Proper and suitable tools and appliances for the safe and convenient handling and laying of the pipes and fittings shall be used. Great care shall be taken to prevent the pipe coating from being damaged, particularly on the inside of the pipes and fittings. All pieces shall be carefully examined for defects, and no piece shall be laid which is known to be defective. If any defective piece should be discovered after having been laid, it shall be removed and replaced with a sound one in a satisfactory manner by the Contractor at his own expense. The pipe and fittings shall be thoroughly cleaned until they are accepted in the completed work, and, when laid, shall conform accurately to the lines and grades or depth of cover below established grade, as designated in the Contract Drawings. If no cover or grade is designated on the Drawings, the minimum cover to the established grade shall be five and one-half (5½) feet. Grades shall be established by the Engineer, but shall be transferred to the pipe line by the Contractor.

Pipe and fittings shall be laid on good foundations, trimmed to shape, and, where required, secured against settlement in a manner approved by the Engineer. At joints, enough depth and width shall be provided to permit the caulkers to reach entirely around the pipe, so that the joints may be made in a proper manner. Pipes shall have a solid bearing throughout their entire length. When laid in tunnel, the pipe shall be blocked in such a manner as to take the weight off the bells.

Note:-6" x 12" Tapping Tee & Valve to be used.

Hydrants with Valves A Attached - Bloomington Indiana Standard to be used.

In joining the pipe and fittings the spigot of each pipe shall be properly seated in the bell of the next adjacent piece and adjusted so as to give a uniform space for the joint, which shall be made with braided hemp or jute, rubber or fibre gasket and lead or compound, as designated in the Project Specifications. The packing shall be long enough to completely encircle the pipe and shall be thoroughly driven into the bell so as to leave a space of at least two and one-half (2½) inches in depth to be filled with lead or compound. Each joint must be made in one pour. In making lead joints, the melting pot shall be kept near the joint to be poured and dross shall not be allowed to accumulate in the melting pot. Lead joints shall be thoroughly caulked by competent mechanics, and in such a manner as shall secure tight joints without overstraining the iron of the bells.

Compound joints shall be made in strict conformance with the manufacturer's recommendations and directions.

Mechanical joint pipe shall be jointed in accordance with the manufacturer's recommendations, and bolts shall be tightened with approved torque wrench or other approved means to secure uniform and allowable tension of the bolts.

All bends, 22½ degrees or greater, tees, crosses, plugs, etc., shall be backed up and anchored with concrete, so that there will be no movement of the pipe in the joints due to internal or external pressures. The concrete shall be placed around the fittings, and completely fill the space between the fittings and the walls of the trench, from 6 inches below the fitting or pipe to 12 inches above the fitting. The anchor concrete shall be so placed that bell and spigot joints may be recaulked, if necessary.

Concrete shall be volume proportioned on the basis of one (1) part Portland cement, three (3) parts of fine aggregate, and five (5) parts of coarse aggregate, with only enough water added to make a workable mix. Portland cement shall conform to A.S.T.M. Specification, Serial Designation: C150-53, Type I.

Water shall be clean and shall be free from oil, acid, injurious amounts of vegetable matter, alkalies or other salts. Fine aggregate shall consist of well-graded sand, having clean, hard, durable, uncoated grains free from deleterious substances. Coarse aggregate shall consist of well-graded crushed stone, or gravel, having clean, hard, durable, uncoated particles free from deleterious matter with a maximum size of 1½ inches. All aggregate shall be obtained from a source known to be in current and satisfactory use on concrete construction. Concrete shall be machine mixed and placed in a manner approved by the Engineer.

TESTING IN THE FIELD When a stretch of pipe and appurtenances have been completed, and before it is covered, the Contractor shall furnish proper appliances and facilities for testing and draining the same, without injury to the work or surrounding territory. He shall test by filling the pipe with clean water under a minimum hydrostatic pressure of one hundred (100) pounds per square inch for Class 150 or higher pipe and specials, and seventy-five (75) pounds per square inch for Class 100 pipe and specials. In no case shall there be any visible leakage, or shall any leakage in any stretch of pipe exceed one hundred (100) gallons per 24 hour day per inch diameter per mile, as measured over a period of two (2) hours in a manner approved by the Engineer. The above allowable leakage is for 12 foot lengths of pipe. If 18 foot lengths of pipe are used, the allowable leakage shall be reduced in the ratio of 12 feet to the length of pipe actually used. Water for making tests shall be furnished by the Contractor at his expense.

Any defects, cracks, or leakage that may develop, or that may be discovered either in the joints or in the body of the castings, shall be promptly made good by the Contractor, at his own expense, and to the satisfaction of the Engineer.

Backfilling around joints shall not be made until the leakage tests have been made and any leaks that are discovered shall be repaired and eliminated to the satisfaction of the Engineer.

Upon written permission of the Engineer, systems composed entirely of mechanical joints may be backfilled prior to testing, it being understood that the Contractor assumes the risk of re-excavating to the pipe in the event the system fails to meet the requirements of the pressure test.

Depending on traffic conditions, public hazard, or other reasons, the Engineer may direct when tests of completed sections of mains shall be made, and he may order such tests to be made in relatively short sections in order that hazardous sections may be backfilled promptly.

PIPE JOINTS In all jointing operations, the trench must be dewatered when joints are made and kept dewatered until sufficient time has elapsed to assure efficient hardening of the jointing material. Bell and spigots, or tongue and groove ends of the pipe shall first be wiped clean before actual jointing operations are started. The type of joint to be installed in each location of the several following types specified shall be as specifically designated in the Project Specifications.

RUBBER GASKET JOINTS On tongue and groove type of pipe joints rubber gaskets may be used. The gaskets shall consist of a special rubber ring of a size to fit snugly over the tongue of each size of pipe. The gasket shall be circular, elliptical, or of the manufacturer's special design cross section fabricated out of a special composition or rubber specifically designed to resist the hardening action of the sulphur compounds in sewage, and to prevent disintegration from sewage or water over long periods.

A ring shall be fitted over the tongue of each pipe to be laid at its outer end. The tongue shall be inserted into the groove of the pipe previously laid and the pipe pulled home. The joint shall then be pointed up from the inside and outside and troweled smooth with cement mortar or an asphalt paste filler of the type approved in the current specifications of the Corps of Engineers, U. S. Army, and as approved by the Engineer.

Bituminous and rubber gasket jointing material and joints shall be made up in strict conformance with the manufacturer's recommendations and directions.

If the type of rubber joint material furnished requires an application of rubber cement, bituminous, or other coating to insure a water-tight joint, this coating material shall be furnished and applied.

Type of joint and jointing materials, proposed to be used by the Contractor, together with reference on similar installation, shall be submitted to the Engineer for approval. No sewer shall be laid or installed until approval of the joint and jointing materials has been received from the Engineer.

CONNECTIONS The junction of two or more sewers shall be made in strict conformance with the Contract Drawings. The cost of all connections shall be included in the contract price for the new sewers, unless otherwise specifically provided in the contract.

New sewer connections with old existing sewers shall be made within a manhole. Where an old manhole exists, at the point of connection of new and old sewers, it shall be repointed and any loose bricks or blocks in the walls of the old existing manhole shall be relaid. The cost of such work shall be included in the contract price for new main sewer, unless other payments are specifically provided for in the Project Specifications.

Where no old manhole exists at the point of connection, a new manhole shall be constructed of the size and type shown on the Contract Drawings. Payment for such additional manholes will be made at the unit price in the contract for new manholes, which price shall include all work necessary to make the connection.

Connections of new sewers to existing sewers when encountered in construction and not shown on the Contract Drawings, shall be made where ordered by the Engineer. Such connections shall be made within a manhole, except for house sewer and drain connections. When such sewer connections are made within an existing manhole, any added work involved will be paid for in accordance with the procedure outlined in the General Conditions of the Contract. If the Engineer orders such connections be made in a new manhole, such new manhole will be paid for at the prices established in the contract, which price shall include all work necessary to make the connection.

When connections are made with sewers carrying sewage or water, special care must be taken that no part of the work is built under water; a flume or dam must be installed, and pumping maintained if necessary to keep the new work in the dry until completed and concrete or mortar has set up.

The plans indicate the approximate location of house sewer and/or drain connection openings to be provided in the main sewers. The exact location shall be as directed by the Engineer during construction.

Unless otherwise shown on the Contract Drawings, or so designated in the Project Specifications, all sewer connection openings on bell and spigot pipe shall be "Y" branches, with the spur set on the barrel of the pipe at an angle of either 60 degrees or 45 degrees, with an outlet six inches in diameter.

BACKFILLING The Contractor shall not backfill sewers above the top of the pipe until the sewer elevations, gradient, alignment, and the pipe joints have been checked, inspected, and approved by the Engineer. or INSPECTOR.

Unless otherwise directed, all trenches and excavations shall be back-filled as soon as joints have acquired a suitable degree of hardness and the work shall be prosecuted expeditiously after it has been commenced.

All pipe sewers as soon as laid shall have the space between the pipe and the bottom and sides of the trench packed full with sand or selected material by hand and thoroughly tamped with a shovel, hoe, or light tamper, as fast as placed, up to the level of the top of the pipe. The filling shall be carried up evenly on both sides. Care shall be taken that no rock, frozen material, or other hard substances are placed in contact with the pipe. In areas where clean, fine and dry sand is used for backfill to top of pipe, tamping will not be required.

The pipe shall then be covered by hand to a depth of at least _____ inches with clean, dry earth. The material shall be placed in layers not exceeding four (4) inches in depth, and each layer thoroughly tamped and compacted, with at least one man tamping for each man depositing material in the trench. (See detail sheet)

No heavy rock shall be dropped into the trench nor placed within three (3) feet of the sewerpipe. In depositing rock in the sewer trench, care must be taken that the rock does not injure the structure. All spaces between pieces of rock shall be filled with earth to insure there being no voids.

On that part of the sewer that is constructed under unpaved areas in the streets, alleys, driveways, parking areas or other ornamental grounds, the backfilling shall be compacted with a mechanical tamper at 12-inch intervals to a point slightly above the original elevation of the top of the ditch.

All surplus excavated material which is not used in backfilling shall be loaded and disposed of by the Contractor at his own expense.

Any settlement of the backfill below the original ground surface shall be remedied by the Contractor for a period of one year after final completion and acceptance upon receipt of written notice from the Owner.

RESTORATION OF SURFACE OF PAVED STREETS The pavement shall be relaid carefully and thoroughly to the section and of the materials specified. If not specified, then the replacement shall be to the section and of the materials originally placed, and to the satisfaction of the Engineer and to any others named in the Project Specifications.

When the work is completed, all surplus material, earth, rubbish, etc., shall be removed and that portion of the surface of each street disturbed by construction under this contract shall be left in as good condition as it was before the commencement of the work, and it shall be promptly and regularly maintained in such condition during a period of one (1) year after the acceptance of the work. This work of maintenance shall apply only to items of materials and workmanship improperly installed in the first instance, and maintenance measures made necessary by the ordinary wear and tear occasioned by traffic shall not be at the expense of the Contractor. However, any repairs required because of unsatisfactory trench backfilling shall be at the expense of the Contractor. No payment shall be made for the restoration of the surface of paved streets, sidewalks, and driveways unless unit prices for same are set up in the proposal form, in which case only payment for pavements, driveway and sidewalk replacement will be made in accordance with the contract unit price for the particular type of item removed and replaced, if included in the contract; otherwise, the cost shall be merged in the contract unit price for sewer of the size specified.

RESPONSIBILITY The Contractor will be held strictly responsible that all parts of the work shall bear the load of the backfill. If cracks one-hundredth (1/100) of an inch develop in the pipe within one (1) year from the date of final acceptance of the work, the Contractor will be required to replace at his expense all such cracked pipe. To this end, the Contractor is advised to purchase pipe under a guarantee from the manufacturer, guaranteeing proper service of sewer pipe under conditions established by the plans, specifications, and local conditions at the site of the work.

TESTS It shall be the intention of these specifications to secure a sewer system with a minimum amount of infiltration. Maximum allowable infiltration shall be 200 gallons per mile per inch of diameter of sewer per 24 hours' day at any time. The joints shall be tight and visible leakage in the joints or leakage in excess of that specified above, shall be repaired at the Contractor's expense by any means found to be necessary.

SEWER PIPE All sewer pipe to be installed on this Project, designated in Project Specifications to be Standard Strength Clay Sewer Pipe, shall be furnished in compliance with the following specifications.

Standard Strength Clay Sewer Pipe shall conform to the latest standard specifications of the American Society for Testing Materials for Clay Sewer Pipe. The following tabulation gives the listing of the dimensions and physical test requirements established in these specifications.

Internal Diameter in Inches	Thickness of Barrel in Inches	Average Crushing Strength Pounds per Lineal Foot	
		Three Edge Bearing Methods	Sand Bearing Method
6	5/8	1000	1430
8	3/4	1000	1430

Pipe shall bear the initials or name of the person, company or corporation by whom they are manufactured, and the location of the factory.

INSPECTION All pipes shall be subject to inspection at the factory or point of delivery by an independent Testing Laboratory or the Engineer, and at the trench or other points of delivery by the Engineer. The purpose of this inspection by the Engineer at the trench will be to cull and reject pipes which fail to comply with the requirements of this Project.

All rejected pipes shall be plainly marked by the Engineer and shall be replaced by the Contractor with pipes which meet the requirements of the contract specifications, without additional cost to the Owner.

SPECIFICATIONS FOR MACADAM ROAD BASES

1ST. COURSE

Place #2 crushed stone to a depth of ^{Four (4)}~~Two (2)~~ inches and to a width of twenty-six (26) feet and roll with a ten (10) ton roller, until thoroughly compacted.

2ND COURSE: Place #2 crushed stone to a depth of two (2) inches⁺ to a width of 26 feet and roll with a ten (10) ton roller, until thoroughly compacted.

On top of the above described application, place #63 crushed stone to a depth of three (3) inches, and to a width of twenty-six (26) feet and roll with a ten (10) ton roller until thoroughly compacted and until road surface has the proper contour in regard to the crown for said surface as shown on the cross section sheet of the construction plans for Park Ridge Addition.

SPECIFICATIONS FOR ASPHALT PAVING

Prime #63 crushed stone surface with 5/10 gallon of MC-0 per square yard and let penetrate for 48 hours under traffic if sections can not be barricaded. On this prime shoot RC-3 at the rate of 5/10 gallon and apply immediately 25 pounds of #11 crushed stone per square yard. Follow this application with a wire drag broom in order to remove all ridges or spots that might not be uniformly covered with chip spreader and then roll thoroughly. For the second and final lift, shoot RC-3 at the rate of 4/10 gallon to 45/100 gallon per square yard and again cover with #11 crushed stone at the rate of 18 pounds per square yard. This application should not be dragged with broom but rolled thoroughly until smooth and firm.

Turn traffic on the surface when the job is complete as good wheel traffic is a benefit to an oil mat surface.

GENERAL SPECIFICATIONS
FOR SANITARY SEWERS

GENERAL All labor, materials, equipment, tools and services rendered and required for the furnishing and installation of all sewers required on this Project shall be furnished and installed in compliance with the following specifications.

All sewers shall be installed in the sizes and to the lines and grades shown on the Contract Drawings. The type and specifications of pipe to be furnished and installed in each location shall be as designated in the Project Specifications.

All excavations, maintenance of excavations, preparation of foundations, and placing of backfill and embankment on sewer construction shall be carried out in compliance with the General Specifications and Plans.

All sewers and appurtenances of whatever type or description shall be constructed in an approved manner to the complete satisfaction of the Engineer, and Owner, and to provide a satisfactory operating improvement.

All sewer pipe or other material rejected by the Owner as being not in conformance with the requirements of the Contract shall be removed from the site of the work by the Contractor as soon as it is rejected, and replaced by material which does comply. Any rejected material not so removed may be broken or rendered impossible for use by the Owner, and no additional compensation will be allowed the Contractor for such rejected material so broken or destroyed.

EXCAVATION The ground shall be excavated in open trenches, of sufficient width and depth to provide sufficient room within the limits of the excavation or lines of sheeting and bracing, for the proper construction of the sewer and its appurtenances, as shown on the Contract Drawings.

The excavation of the trench shall not advance more than 200 feet ahead of the completed masonry and pipe work, except where, in the opinion of the Engineer, it is necessary to drain wet ground.

When trench excavation is carried ahead of contemplated masonry and pipe work, the elevation of the bottom of the trench shall be continually checked, to the satisfaction of the Owner. Excavation made below that necessary for the proper installation of the sewers, masonry, and appurtenances, shall be refilled only with sand or fine gravel, or properly graded crushed rock, thoroughly compacted, all at the Contractor's expense.

In clay excavation the bottom of excavation shall have as closely as possible the shape and dimensions of the outside of the lower one-quarter of the sewer. In sand and gravel excavation, the bottom of excavation shall be slightly rounded to provide as much bearing as possible for lower quarter of the sewer.

If the character of the ground met with in excavating be such that the external form of the sewer cannot be preserved, the excavation shall be made to conform as nearly as possible to the external shape and outside dimensions of the sewer, and the space between the external sewer surfaces, the trench bottom, and the sides of the excavation as made, shall be filled by the Contractor with #11 stone.

Bell holes of sufficient depth to insure an even bearing on the main body of the pipe and to provide sufficient room for the making of the joint shall be dug in the bottom of the trench whenever bell and spigot pipe are being laid.

Rock excavation, if encountered, shall be removed to not less than 6 inches below the bottom of the sewer or masonry work. Irregularities of the rock, and the cut, below grade, shall be refilled with #11 stone well rammed into place, and firmly compacted; the cost of furnishing and placing such stone refill to be merged in the unit contract price for Rock Excavation.

SHEETING AND BRACING Sheeting and bracing shall be placed in the ditch, as may be necessary for the safety of the work and public, for the protection of the workmen, adjacent properties, and for the proper installation of the work.

Sheeting and/or bracing shall be progressively removed as the backfill is placed in such a manner as to prevent the caving in of the sides of the trench or excavation, and to prevent damage to the work.

Sheeting which is placed for the protection of the public, adjacent properties, or structures, shall not be removed until the backfill has been placed and thoroughly tamped. While being drawn all vacancies left by this sheeting shall be carefully filled with sand free from silt, rammed into place, puddled or otherwise firmly compacted.

After the trench has been opened to grade, it will be examined by the Engineer who will determine whether or not it is satisfactory for pipe laying.

LINES AND GRADES The Engineer will provide the Contractor initially with line and grade stakes set on the natural ground surface as defined in Section E, General Conditions of the Contract. It shall be the Contractor's responsibility to transfer the line and grade to the bottom of the ditch. Three batter boards, a top line and grade pole, shall be used for this purpose unless some other method of checking the inner lower grade and line is approved by the Engineer in writing. The Contractor must test the ditch or grade of the top line and sewer, and will be held responsible for the correct flow of sewers. In every case, the Contractor must install on the batter lines an accurate line level to test the downward grade of the pipe in the direction of flow. No claim for extra work will be allowed for alleged inaccuracy of grade stakes.

It shall be the Contractor's responsibility to protect the original line and grade stakes set by the Engineer. Should the stakes become destroyed or damaged, the cost of their replacement will be at the Contractor's expense.

The Contractor shall provide and maintain on the work at all times a gauge rod of sufficient length of reach from the invert of the sewer pipe being laid to the top line strung on the 3 batter boards. The gauge rod shall be graduated and numbered each foot of its entire length. The gauge rod shall be equipped with either a plumb line or two spirit levels and the utmost care used to insure a truly vertical gauge rod at the time the reading is taken and pipe being set.

PIPE LAYING Each pipe shall be laid on an even, firm bed, so that no uneven strain will come to any part of the pipe. Particular care shall be exercised to prevent the pipes bearing on the sockets. Bell holes for bell and spigot pipe shall be dug at each point as hereinbefore specified. Each pipe shall be laid in conformity with the line and grade stakes given by the Engineer, and in the presence of the Inspector. The bell-end of the pipe shall be laid up-grade.

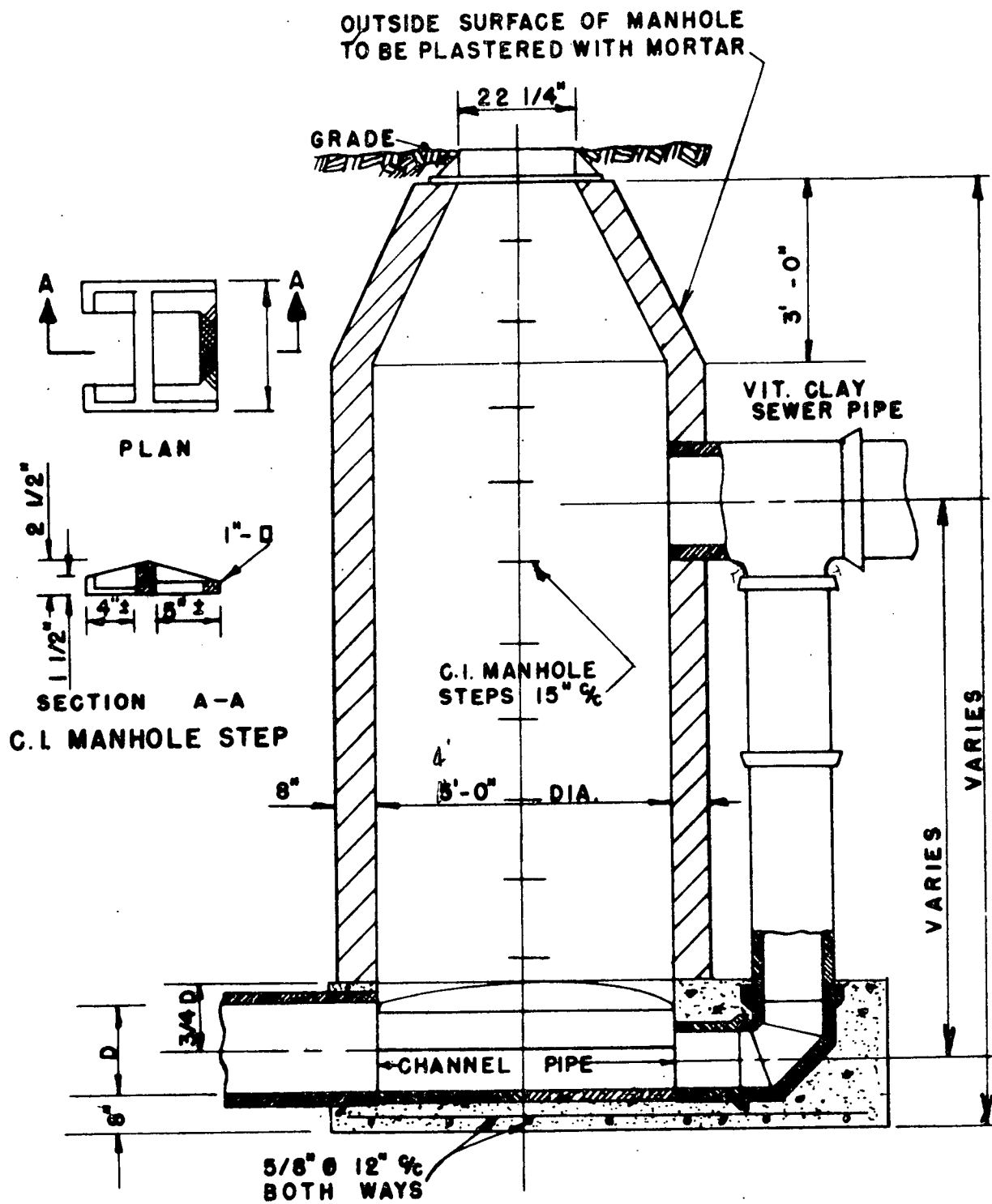
The interior of the sewer shall, as the work progresses, be cleaned of all dirt, jointing material and superfluous materials of every description. On small pipe sewers where cleaning after laying may be difficult, a swab or drag shall be kept inside the pipe line and pulled forward past each joint immediately after its completion.

All pipe shall be completely shoved home. On pipe of the tongue and groove type, 30" in diameter and larger, pressure must be applied to the center of each pipe as it is laid by a winch and cable or other mechanical means properly set and operated to insure that the spigot is all the way home in the socket, and that the sewer joint is of uniform size throughout the circumference of the pipe.

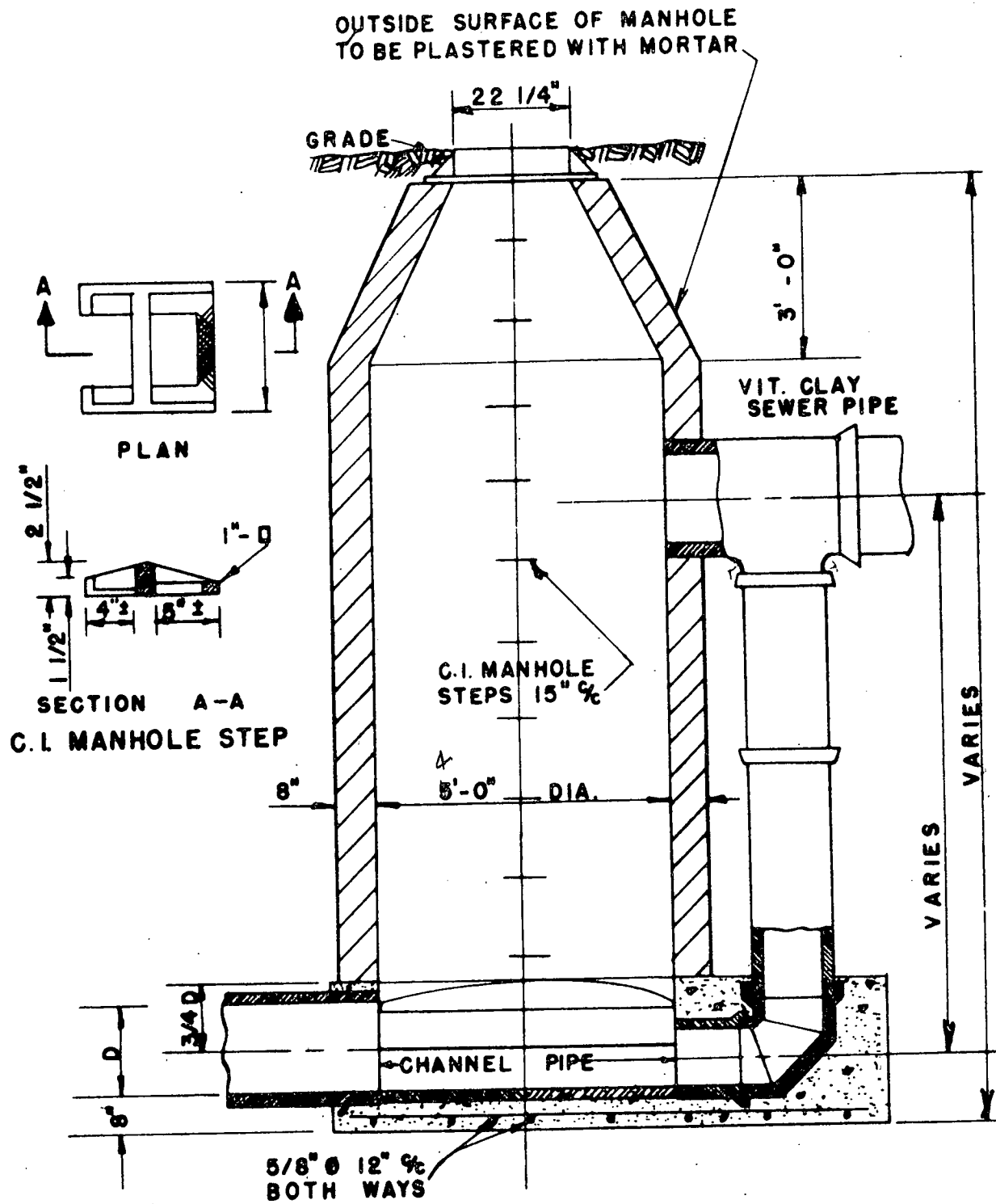
Kapayella American
Marrella

Bedford Steel &
Foundry

	Brummetts Creek	Strain Ridge	Brummetts Creek	Strain Ridge
1 Widdell Bros.	no bid	no bid	35,531.00	28,965.55
2 J.T. Force	28,244.00	26,365.00	36,950.00	28,281.00
3 Willis Thompson	no bid	no bid	27,997.60	^{425.00} 24,331.00
4 G.W. Allen	no bid	no bid	24,902.25	21,166.00
5 Geo. K. Harvey	18,000.00	17,000.00	28,900.00	25,100.00
6 H.R. Hanson	26,418.50	22,050.25	no bid	
7 Winslow	did not bid			
8 Taylor & Nahler	1 day late			
9 J.T. Wilson	19,933.40	19,946.60	<u>no bid</u>	<u>no bid</u>
1/2 hour late				



TYPICAL DROP MANHOLE



TYPICAL DROP MANHOLE

ESTIMATE

July 1, 1963

PROJECT #1

1. Concrete Class F
2. Reinforcing Steel
3. Prestressed Deck
Furnished & Placed
4. Guard Rail, Complete
5. Removal of old
structure

QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
53.5	C.U.Y.D.	80.00 -	4280.00
5800	#	0.14 -	812.00
1	L.S.		12700.00
140	L.F.	4.50 -	630.00
1	L.S.	2000 -	2000.00

TOTAL PROJECT #1 \$ 20,422.00

PROJECT #2

1. Concrete Class F
2. Reinforcing Steel
3. Prestressed Beams
Furnished & Erected
4. Guard Rail, Complete
5. 12BP53 Steel Piles
Furnished & Driven
6. Removal of old
structure

QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
148.2	C.U.Y.D.	80.00 -	11856.00
16220	#	0.14 -	2270.00
1	L.S.		7400.00
164	L.F.	4.50 -	738.00
400	L.F.	7.00 -	2800.00
1	L.S.	1000 -	1000.00

TOTAL PROJECT #2 \$ 26,064.80

TOTAL 2 PROJECTS \$ 46,486.80

Signature: ESTIMATE

ROGERS BUILDING SUPPLIES, INC.

Report No. 26-63

REPORT OF TESTS OF CONCRETE CYLINDERS

CONTRACTOR M & S Builders

PROJECT Bridge on That Road

LOCATION OF POUR Top of Wing Walls

INFORMATION FURNISHED FROM FIELD

DATE CYLINDER MADE <u>12-5-63</u>			
SAMPLE MARKED	<u>26-63 A</u>	<u>26-63 B</u>	
SPECIFIED STRENGTH			
TYPE OF MIX	<u>Class F</u>		
MATERIAL USED:	MOISTURE CONTENT	WEIGHTS PER BATCH	SOURCE OF MATERIAL (BRAND)
CEMENT		<u>658</u>	<u>Lehigh Portland Cement</u>
FINE AGGREGATE		<u>1219</u>	<u>Morgan Co Gravel Co.</u>
COARSE AGGREGATE		<u>1876</u>	<u>Blgtn. Crushed Stone</u>
WATER	GALS. PER SACK <u>6</u> GALS. PER YARD		
ADMIXTURE	<u>A E Agent.</u>		
SLUMP OBTAINED IN INS.	<u>5"</u>	AIR CONTENT	<u>5 %</u>
CONCRETE FURNISHED BY	<u>Ready Mix #2</u>		
SAMPLED FROM TRUCK NO.		TIME SAMPLED	
WEATHER AND TEMP.	<u>27 °F</u>	TEMP. OF CONCRETE	<u>70 °F</u>
CYLINDERS MADE BY	<u>Contractor</u>	INFORMATION BY	<u>T.P.</u>
SAMPLE NUMBER			
CYLINDER RECEIVED	<u>12-6-63</u>	<u>12-6-63</u>	
WEIGHT OF CYLINDER			
CYLINDER CURED IN	LAB	LAB	
TYPE OF BREAK	<u>#2</u>	<u>#2</u>	
TOTAL LOAD IN LBS.	<u>92000</u>	<u>100000</u>	
UNIT LOAD IN PSI	<u>3257</u>	<u>3540</u>	
DATE CYLINDER MADE	<u>12-5-63</u>	<u>12-5-63</u>	
DATE CYLINDER TESTED	<u>12-6-62</u>	<u>12-6-63</u>	
AGE WHEN CYL. TESTED	<u>11</u> DAYS	<u>11</u> DAYS	DAYS DAYS



1
CONE



2
CONE SHEAR



3
SHEAR



4
SPLIT

REMARKS:

ROGERS BUILDING SUPPLIES, INC.

Report No. 16-63

REPORT OF TESTS OF CONCRETE CYLINDERS

CONTRACTOR M & S Construction Co.

PROJECT That Bridge

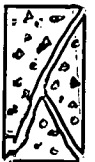
LOCATION OF POUR Footers

INFORMATION FURNISHED FROM FIELD

DATE CYLINDER MADE	<u>10-24-63</u>		
SAMPLE MARKED	<u>16-63 A</u>	<u>16-63 B</u>	
SPECIFIED STRENGTH	<u>Class F</u>		
TYPE OF MIX	<u>9B</u>		
MATERIAL USED:	MOISTURE CONTENT	WEIGHTS PER BATCH	SOURCE OF MATERIAL (BRAND)
CEMENT			
FINE AGGREGATE			
COARSE AGGREGATE			
WATER	GALS. PER SACK _____ GALS. PER YARD _____		
ADMIXTURE	<u>A E Agent.</u>		
SLUMP OBTAINED IN INS.	<u>4"</u>	AIR CONTENT	<u>5 %</u>
CONCRETE FURNISHED BY	<u>Ready Mix #2</u>		
SAMPLED FROM TRUCK NO.		TIME SAMPLED	
WEATHER AND TEMP.	<u>70 °F</u>	TEMP. OF CONCRETE	<u>70 °F</u>
CYLINDERS MADE BY	<u>T.P.</u>	INFORMATION BY	<u>T.P.</u>
SAMPLE NUMBER			
CYLINDER RECEIVED	<u>10-24-63</u>		
WEIGHT OF CYLINDER	<u>28.65</u>	<u>28.75</u>	
CYLINDER CURED IN	LAB	LAB	
TYPE OF BREAK	<u>#2</u>	<u>#2</u>	
TOTAL LOAD IN LBS.	<u>93000</u>	<u>137000</u>	
UNIT LOAD IN PSI	<u>3292</u>	<u>4850</u>	
DATE CYLINDER MADE	<u>10-24-63</u>	<u>10-24-63</u>	
DATE CYLINDER TESTED	<u>10-31-63</u>	<u>12-9-63</u>	
AGE WHEN CYL. TESTED	<u>7</u> DAYS	<u>46</u> DAYS	DAYS DAYS



1
CONE



2
CONE SHEAR



3
SHEAR



4
SPLIT

REMARKS:

ROGERS BUILDING SUPPLIES, INC.

Report No. 25-63

REPORT OF TESTS OF CONCRETE CYLINDERS

CONTRACTOR M & S Builders

PROJECT Bridge on That Road

LOCATION OF POUR Cast Abutment & West Footing

INFORMATION FURNISHED FROM FIELD

DATE CYLINDER MADE	<u>10-30-63</u>		
SAMPLE MARKED	<u>25-63</u>	<u>25-63</u>	
SPECIFIED STRENGTH			
TYPE OF MIX	<u>Class F</u>		
MATERIAL USED:	MOISTURE CONTENT	WEIGHTS PER BATCH	SOURCE OF MATERIAL (BRAND)
CEMENT		<u>658</u>	<u>Lehigh Portland Cement</u>
FINE AGGREGATE		<u>1219</u>	<u>Morgan Co Sand & Gravel</u>
COARSE AGGREGATE		<u>1876</u>	<u>Blgtn. Crushed Stone</u>
WATER	GALS. PER SACK <u>6</u>		GALS. PER YARD
ADMIXTURE	<u>A E Agent.</u>		
SLUMP OBTAINED IN INS.	<u>5"</u>	AIR CONTENT	<u>4 %</u>
CONCRETE FURNISHED BY	<u>Ready Mix #2</u>		
SAMPLED FROM TRUCK NO.		TIME SAMPLED	
WEATHER AND TEMP.	<u>65 °F</u>	TEMP. OF CONCRETE	<u>70 °F</u>
CYLINDERS MADE BY	<u>Contractor</u>	INFORMATION BY	<u>T.P.</u>
SAMPLE NUMBER			
CYLINDER RECEIVED	<u>11-1-63</u>		
WEIGHT OF CYLINDER			
CYLINDER CURED IN	LAB	LAB	
TYPE OF BREAK	<u>#2</u>	<u>#2</u>	
TOTAL LOAD IN LBS.	<u>135000</u>	<u>147000</u>	
UNIT LOAD IN PSI	<u>4779</u>	<u>5204</u>	
DATE CYLINDER MADE	<u>10-30-63</u>	<u>10-30-63</u>	
DATE CYLINDER TESTED	<u>12-9-63</u>	<u>12-9-63</u>	
AGE WHEN CYL. TESTED	<u>40</u> DAYS	<u>40</u> DAYS	DAYS



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CONE



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CONE SHEAR



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SHEAR



4
SPLIT

REMARKS:

ROGERS BUILDING SUPPLIES, INC.

Report No. 24-63

REPORT OF TESTS OF CONCRETE CYLINDERS

CONTRACTOR M & S Builders

PROJECT Bridge on That Road

LOCATION OF POUR Abutments

INFORMATION FURNISHED FROM FIELD

DATE CYLINDER MADE <u>11-1-63</u>			
SAMPLE MARKED	<u>24-63</u>		
SPECIFIED STRENGTH			
TYPE OF MIX	<u>Class F</u>		
MATERIAL USED:	MOISTURE CONTENT	WEIGHTS PER BATCH	SOURCE OF MATERIAL (BRAND)
CEMENT		<u>658</u>	<u>Lehigh Portland Cement</u>
FINE AGGREGATE		<u>1219</u>	<u>Morgan Co Gravel Co.</u>
COARSE AGGREGATE		<u>1876</u>	<u>Blgtn. Crushed Stone</u>
WATER	GALS. PER SACK		GALS. PER YARD
ADMIXTURE			
SLUMP OBTAINED IN INS.	<u>3" Claimed</u>	AIR CONTENT	<u>4 1/2 %</u>
CONCRETE FURNISHED BY			
SAMPLED FROM TRUCK NO.		TIME SAMPLED	
WEATHER AND TEMP.	<u>65 °F</u>	TEMP. OF CONCRETE	<u>68 °F</u>
CYLINDERS MADE BY	<u>Contractor</u>	INFORMATION BY	
SAMPLE NUMBER			
CYLINDER RECEIVED	<u>11-18-63</u>		
WEIGHT OF CYLINDER			
CYLINDER CURED IN	LAB		
	<u>Lab</u>		
TYPE OF BREAK	<u>#2</u>		
TOTAL LOAD IN LBS.	<u>125000</u>		
UNIT LOAD IN PSI	<u>4425</u>		
DATE CYLINDER MADE	<u>11-1-63</u>		
DATE CYLINDER TESTED	<u>12-9-63</u>		
AGE WHEN CYL. TESTED	<u>40</u> DAYS	DAYS	DAYS



1
CONE



2
CONE SHEAR



3
SHEAR



4
SPLIT

REMARKS:

ROGERS BUILDING SUPPLIES, INC.

Report No. 20-63

REPORT OF TESTS OF CONCRETE CYLINDERS

CONTRACTOR Childs & Connors

PROJECT Bean Blossom Bridge

LOCATION OF POUR Abutments

INFORMATION FURNISHED FROM FIELD

DATE CYLINDER MADE <u>10-3-63</u>				
SAMPLE MARKED	<u>20-63 A</u>	<u>20-63 B</u>	<u>20-63 C</u>	
SPECIFIED STRENGTH				
TYPE OF MIX	<u>Class F</u>			
MATERIAL USED:	MOISTURE CONTENT	WEIGHTS PER BATCH	SOURCE OF MATERIAL (BRAND)	
CEMENT	<u>658</u>		<u>Leigh Portland Cement Co</u>	
FINE AGGREGATE	<u>1265</u>		<u>Morgan Co. Gravel Co.</u>	
COARSE AGGREGATE	<u>1914</u>		<u>Bigtn. Crushed Stone</u>	
WATER	GALS. PER SACK		GALS. PER YARD	
ADMIXTURE	<u>A. E. Agent</u>			
SLUMP OBTAINED IN INS.	<u>5"</u>	AIR CONTENT	<u>5</u>	%
CONCRETE FURNISHED BY	<u>Ready Mix #2</u>			
SAMPLED FROM TRUCK NO.		TIME SAMPLED		
WEATHER AND TEMP.	<u>70 °F</u>	TEMP. OF CONCRETE	<u>70 °F</u>	
CYLINDERS MADE BY	<u>Contractor</u>	INFORMATION BY	<u>T. P.</u>	
SAMPLE NUMBER				
CYLINDER RECEIVED	<u>10-31-63</u>			
WEIGHT OF CYLINDER	<u>27.92</u>	<u>28.03</u>	<u>27.84</u>	
CYLINDER CURED IN	LAB			
	FIELD	<u>Field</u>	<u>Field</u>	<u>Field</u>
TYPE OF BREAK	<u>#2</u>	<u>#2</u>	<u>#2</u>	
TOTAL LOAD IN LBS.	<u>68000</u>	<u>85000</u>	<u>97000</u>	
UNIT LOAD IN PSI	<u># 2408</u>	<u>3009</u>	<u>3363</u>	
DATE CYLINDER MADE	<u>10-3-63</u>	<u>10-3-63</u>	<u>10-3-63</u>	
DATE CYLINDER TESTED	<u>10-31-63</u>	<u>10-31-63</u>	<u>10-31-63</u>	
AGE WHEN CYL. TESTED	<u>28 DAYS</u>	<u>28 DAYS</u>	<u>28 DAYS</u>	<u>DAYS</u>



1
CONE



2
CONE SHEAR



3
SHEAR



4
3PLIT

REMARKS: **#20-63 A - Appeared to have been fractured during construction probably accounting for the low break.**
An impactometer test revealed the concrete in the bridge to be considerable stronger than the cylinder tested.
I certify these tests are true and correct to the best of my knowledge.

Jay Abbott
 Jay Abbott, Superintendent

ROGERS BUILDING SUPPLIES, INC.

Report No. 19-63

REPORT OF TESTS OF CONCRETE CYLINDERS

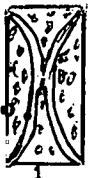
CONTRACTOR Childs & Connors

PROJECT Bean Blossom Bridge

LOCATION OF POUR Footers

INFORMATION FURNISHED FROM FIELD

DATE CYLINDER MADE <u>10-3-63</u>																			
SAMPLE MARKED	<u>19-63 A</u> <u>19-63 B</u>																		
SPECIFIED STRENGTH																			
TYPE OF MIX	<u>Class F</u>																		
MATERIAL USED:	<table border="1"> <tr> <th>MOISTURE CONTENT</th> <th>WEIGHTS PER BATCH</th> <th>SOURCE OF MATERIAL (BRAND)</th> </tr> <tr> <td>CEMENT</td> <td><u>658</u></td> <td><u>Lehigh Portland Cement Co.</u></td> </tr> <tr> <td>FINE AGGREGATE</td> <td><u>1265</u></td> <td><u>Morgan Co. Gravel Co.</u></td> </tr> <tr> <td>COARSE AGGREGATE</td> <td><u>1914</u></td> <td><u>Blgtn. Crushed Stone</u></td> </tr> <tr> <td>WATER</td> <td>GALS. PER SACK</td> <td>GALS. PER YARD</td> </tr> <tr> <td>ADMIXTURE</td> <td colspan="2"><u>A. E. Agent</u></td> </tr> </table>	MOISTURE CONTENT	WEIGHTS PER BATCH	SOURCE OF MATERIAL (BRAND)	CEMENT	<u>658</u>	<u>Lehigh Portland Cement Co.</u>	FINE AGGREGATE	<u>1265</u>	<u>Morgan Co. Gravel Co.</u>	COARSE AGGREGATE	<u>1914</u>	<u>Blgtn. Crushed Stone</u>	WATER	GALS. PER SACK	GALS. PER YARD	ADMIXTURE	<u>A. E. Agent</u>	
MOISTURE CONTENT	WEIGHTS PER BATCH	SOURCE OF MATERIAL (BRAND)																	
CEMENT	<u>658</u>	<u>Lehigh Portland Cement Co.</u>																	
FINE AGGREGATE	<u>1265</u>	<u>Morgan Co. Gravel Co.</u>																	
COARSE AGGREGATE	<u>1914</u>	<u>Blgtn. Crushed Stone</u>																	
WATER	GALS. PER SACK	GALS. PER YARD																	
ADMIXTURE	<u>A. E. Agent</u>																		
SLUMP OBTAINED IN INS.	<u>5"</u> AIR CONTENT <u>5 %</u>																		
CONCRETE FURNISHED BY																			
SAMPLED FROM TRUCK NO.	TIME SAMPLED																		
WEATHER AND TEMP.	<u>75 °F</u> TEMP. OF CONCRETE <u>70 °F</u>																		
CYLINDERS MADE BY	<u>Contractor</u> INFORMATION BY <u>T.P.</u>																		
SAMPLE NUMBER																			
CYLINDER RECEIVED	<u>10-31-63</u>																		
WEIGHT OF CYLINDER																			
CYLINDER CURED IN	<table border="1"> <tr> <th>LAB</th> <th>FIELD</th> </tr> <tr> <td></td> <td><u>Field</u> <u>Field</u></td> </tr> </table>	LAB	FIELD		<u>Field</u> <u>Field</u>														
LAB	FIELD																		
	<u>Field</u> <u>Field</u>																		
TYPE OF BREAK	<u>#2</u> <u>#2</u>																		
TOTAL LOAD IN LBS.	<u>93000</u> <u>87000</u>																		
UNIT LOAD IN PSI	<u>3292</u> <u>3080</u>																		
DATE CYLINDER MADE	<u>10-3-63</u> <u>10-3-63</u>																		
DATE CYLINDER TESTED	<u>10-31-63</u> <u>10-31-63</u>																		
AGE WHEN CYL. TESTED	<u>28</u> DAYS <u>28</u> DAYS DAYS DAYS																		



1
CONE



2
CONE SHEAR



3
SHEAR



4
SPLIT

REMARKS: **An impactometer test revealed the concrete in the bridge to be considerable stronger than the cylinder tested.**

I certify these tests are true and correct to the best of my knowledge.

Jay Abbott
Jay Abbott, Superintendent

ROGERS BUILDING SUPPLIES, INC.

Report No. 18-63

REPORT OF TESTS OF CONCRETE CYLINDERS

CONTRACTOR Childs & Connors

PROJECT Bean Blossom Bridge

LOCATION OF POUR Wings

INFORMATION FURNISHED FROM FIELD

DATE CYLINDER MADE <u>10-24-63</u>																					
SAMPLE MARKED	<u>18-63</u>																				
SPECIFIED STRENGTH																					
TYPE OF MIX	<u>Class F</u>																				
MATERIAL USED:	<table border="1"> <tr> <td>CEMENT</td> <td>MOISTURE CONTENT</td> <td>WEIGHTS PER BATCH</td> <td>SOURCE OF MATERIAL (BRAND)</td> </tr> <tr> <td>FINE AGGREGATE</td> <td></td> <td><u>658</u></td> <td></td> </tr> <tr> <td>COARSE AGGREGATE</td> <td></td> <td><u>1265</u></td> <td></td> </tr> <tr> <td>WATER</td> <td></td> <td><u>1914</u></td> <td></td> </tr> <tr> <td>AD MIXTURE</td> <td><u>A. E. Agent</u></td> <td>GALS. PER SACK</td> <td>GALS. PER YARD</td> </tr> </table>	CEMENT	MOISTURE CONTENT	WEIGHTS PER BATCH	SOURCE OF MATERIAL (BRAND)	FINE AGGREGATE		<u>658</u>		COARSE AGGREGATE		<u>1265</u>		WATER		<u>1914</u>		AD MIXTURE	<u>A. E. Agent</u>	GALS. PER SACK	GALS. PER YARD
CEMENT	MOISTURE CONTENT	WEIGHTS PER BATCH	SOURCE OF MATERIAL (BRAND)																		
FINE AGGREGATE		<u>658</u>																			
COARSE AGGREGATE		<u>1265</u>																			
WATER		<u>1914</u>																			
AD MIXTURE	<u>A. E. Agent</u>	GALS. PER SACK	GALS. PER YARD																		
SLUMP OBTAINED IN INS.	<u>5"</u> AIR CONTENT <u>4 1/2 %</u>																				
CONCRETE FURNISHED BY	<u>Ready Mix #2</u>																				
SAMPLED FROM TRUCK NO.	TIME SAMPLED																				
WEATHER AND TEMP.	<u>80 °F</u> TEMP. OF CONCRETE <u>70 °F</u>																				
CYLINDERS MADE BY	<u>Contractor</u> INFORMATION BY <u>T.P.</u>																				
SAMPLE NUMBER																					
CYLINDER RECEIVED	<u>10-31-63</u>																				
WEIGHT OF CYLINDER	<u>29.52</u>																				
CYLINDER CURED IN <u>LAB</u>	<u>Lab.</u>																				
TYPE OF BREAK	<u>#2</u>																				
TOTAL LOAD IN LBS.	<u>102000</u>																				
UNIT LOAD IN PSI	<u>3611</u>																				
DATE CYLINDER MADE	<u>10-24-63</u>																				
DATE CYLINDER TESTED	<u>10-31-63</u>																				
AGE WHEN CYL. TESTED	<u>7</u> DAYS																				



1
CONE



2
CONE SHEAR



3
SHEAR



4
SPLIT

REMARKS: **I certify these tests are true and correct to the best of my knowledge.**

Jay Abbott
Jay Abbott, Superintendent

ROGERS BUILDING SUPPLIES, INC.

Report No. 23-63

REPORT OF TESTS OF CONCRETE CYLINDERS

CONTRACTOR Childs & Connors
 PROJECT Bean Blossom Bridge
 LOCATION OF POUR Mud Wall

INFORMATION FURNISHED FROM FIELD

DATE CYLINDER MADE <u>10-18-63</u>																									
SAMPLE MARKED	<u>23-63 A</u> <u>23-63 B</u>																								
SPECIFIED STRENGTH																									
TYPE OF MIX	<u>Class F</u>																								
MATERIAL USED:	<table border="1"> <tr> <td>CEMENT</td> <td>MOISTURE CONTENT</td> <td>WEIGHTS PER BATCH</td> <td>SOURCE OF MATERIAL (BRAND)</td> </tr> <tr> <td>CEMENT</td> <td></td> <td><u>658</u></td> <td><u>Lehigh Portland Cement</u></td> </tr> <tr> <td>FINE AGGREGATE</td> <td></td> <td><u>1265</u></td> <td><u>Morgan Co. Gravel Co.</u></td> </tr> <tr> <td>COARSE AGGREGATE</td> <td></td> <td><u>1914</u></td> <td><u>Blgtn. Crushed Stone</u></td> </tr> <tr> <td>WATER</td> <td>GALS. PER SACK</td> <td></td> <td>GALS. PER YARD</td> </tr> <tr> <td>ADMIXTURE</td> <td><u>A. E. Agent</u></td> <td></td> <td></td> </tr> </table>	CEMENT	MOISTURE CONTENT	WEIGHTS PER BATCH	SOURCE OF MATERIAL (BRAND)	CEMENT		<u>658</u>	<u>Lehigh Portland Cement</u>	FINE AGGREGATE		<u>1265</u>	<u>Morgan Co. Gravel Co.</u>	COARSE AGGREGATE		<u>1914</u>	<u>Blgtn. Crushed Stone</u>	WATER	GALS. PER SACK		GALS. PER YARD	ADMIXTURE	<u>A. E. Agent</u>		
CEMENT	MOISTURE CONTENT	WEIGHTS PER BATCH	SOURCE OF MATERIAL (BRAND)																						
CEMENT		<u>658</u>	<u>Lehigh Portland Cement</u>																						
FINE AGGREGATE		<u>1265</u>	<u>Morgan Co. Gravel Co.</u>																						
COARSE AGGREGATE		<u>1914</u>	<u>Blgtn. Crushed Stone</u>																						
WATER	GALS. PER SACK		GALS. PER YARD																						
ADMIXTURE	<u>A. E. Agent</u>																								
SLUMP OBTAINED IN INS.	<u>5" At Plant</u> AIR CONTENT <u>4</u> %																								
CONCRETE FURNISHED BY	<u>Ready Mix #2</u>																								
SAMPLED FROM TRUCK NO.	TIME SAMPLED																								
WEATHER AND TEMP.	<u>68</u> °F TEMP. OF CONCRETE <u>70</u> °F																								
CYLINDERS MADE BY	<u>Contractor</u> INFORMATION BY <u>T.P.</u>																								
SAMPLE NUMBER																									
CYLINDER RECEIVED	<u>11-18-63</u> <u>11-18-63</u>																								
WEIGHT OF CYLINDER																									
CYLINDER CURED IN	LAB FIELD																								
	<u>Field</u> <u>Field</u>																								
TYPE OF BREAK	<u>#2</u> <u>#2</u>																								
TOTAL LOAD IN LBS.	<u>133000</u> <u>135000</u>																								
UNIT LOAD IN PSI	<u>4708</u> <u>4778</u>																								
DATE CYLINDER MADE	<u>10-18-63</u> <u>10-18-63</u>																								
DATE CYLINDER TESTED	<u>11-18-63</u> <u>11-18-63</u>																								
AGE WHEN CYL. TESTED	<u>28</u> DAYS <u>28</u> DAYS DAYS DAYS																								



1
CONE



2
CONE SHEAR



3
SHEAR



4
SPLIT

REMARKS: **I certify these tests are true and correct to the best of my knowledge.**

Jay Abbott
 Jay Abbott, Superintendent.

ROGERS BUILDING SUPPLIES, INC.

Report No. 22-63

REPORT OF TESTS OF CONCRETE CYLINDERS

CONTRACTOR Childs & Connors
 PROJECT Bean Blossom Bridge
 LOCATION OF POUR Floor

INFORMATION FURNISHED FROM FIELD

DATE CYLINDER MADE <u>11-18-63</u>																									
SAMPLE MARKED	<u>22-63 A</u> <u>22-63 B</u>																								
SPECIFIED STRENGTH																									
TYPE OF MIX	<u>Class F</u>																								
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CONCRETE FURNISHED BY	<u>Ready Mix #2</u>																								
SAMPLED FROM TRUCK NO.																									
WEATHER AND TEMP.	<u>70</u> °F TEMP. OF CONCRETE <u>68</u> °F																								
CYLINDERS MADE BY	<u>Contractor</u> INFORMATION BY <u>T.P.</u>																								
SAMPLE NUMBER																									
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1
CONE



2
CONE SHEAR



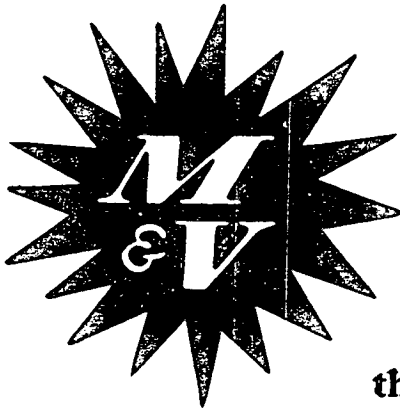
3
SHEAR



4
SPLIT

REMARKS: **I certify these tests are true and correct to the best of my knowledge.**

Jay Abbott
 Jay Abbott, Superintendent



NU-KOTE®...

**the new typewriter carbon
that makes the cleanest copies ever —
outlasts ordinary carbon 3 to 1!**

NU-KOTE is made of a special liquid ink and sponge plastic formulation which is permanently affixed to the surface of a special type of paper.

This can be easily seen when a sheet of NU-KOTE carbon paper is tightly crushed and quickly unfolded. The liquid ink is actually forced from the plastic surface and then quickly retreats back into the "sponge-like" plastic.

NU-KOTE copies are the result of typewriter key impact. This impact transfers the liquid ink from the plastic sponge to the copy paper.

NU-KOTE copies can be compared with the writing from a ball point pen or the print from a typewriter ribbon. With NU-KOTE, there is no transfer of a pile or blob of solid carbon onto the copy paper.

This means that all copies are *clean, clear, distinct, and smudge or smear proof.*

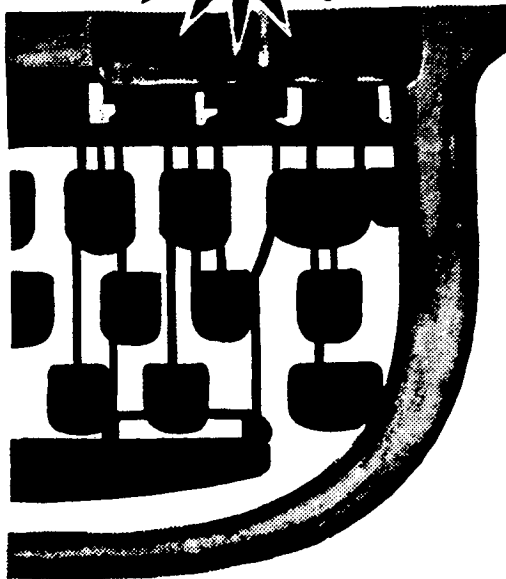
NU-KOTE will *outwear all* ordinary or conventional types of carbon papers at least 3 to 1!

NU-KOTE is supplied in *one weight and one finish* and will fit more than 90% of all typing requirements.

NU-KOTE excels on all typewriters—from the soft action of the noiseless to the hard impact of the electric typewriter.

NU-KOTE IS A PRODUCT OF THE BURROUGHS CORPORATION, MITTAG DIVISION

typewriter carbons 25



NU-KOTE.®

For Best Results Keep in this Folder

12-5752
12-1762
C-5204


DIAL BR 5-3348

STEEL BUILDING PRODUCTS

BEDFORD MISC. IRON & STEEL CO.
INCORPORATED

Engineers and Fabricators

GEORGE G. JOHNSON

BEDFORD, INDIANA

U. S. ARMY ENGINEER DISTRICT, LOUISVILLE

CORPS OF ENGINEERS
830 WEST BROADWAY
LOUISVILLE 3, KENTUCKY

ADDRESS REPLY TO:

DISTRICT ENGINEER
U. S. ARMY ENGINEER DISTRICT, LOUISVILLE
CORPS OF ENGINEERS
P. O. BOX 59
LOUISVILLE 1, KY.

REFER TO FILE NO. OVLGR

9 March 1962

Woodward Engineering Co., Inc.
1020 7th Street
Bedford, Indiana

ATTENTION: Mr. George Johnson
Sales Representative

Subject: Monroe Reservoir -
Brummetts Creek Rd.

Gentlemen:

Reference is made to your letter dated 15 February 1962 requesting information relative to Monroe Reservoir project.

The relocation of Monroe County Roads affected by construction of the Reservoir has been discussed with County Surveyor, Mr. John T. Stapleton. Prints of the Reservoir area have been furnished the County.

Additional prints of Monroe Reservoir area can be obtained from this office at the cost of \$0.50 each and Land Segment Maps at the cost of \$0.45 each. A check or money order should accompany your order and be made payable to the Treasurer of the United States.

The plan of relocation now being considered does not include Brummetts Creek road. Based on reservoir regulation studies made to date for the period of 1936 through 1959 (24 years), this road at elevation 551 will be flooded an average of 9.6 days per year, or 2.83% of time. Based on the same studies, duration of flooding at flood pool elevation 556 will be an average of 2.5 days per year or 0.68% of time. The longest period during past 24 years that the Reservoir would have been held at flood pool was 24 days at any one time.

Under our proposed plan of relocation, low steel of a bridge over the main stream is set at elevation 558. Considering that Brummetts Creek road is of less importance than a main crossing of the Reservoir, low steel could be set at a lower elevation.

If additional information is required it is suggested that a meeting be scheduled to discuss the matter in this office.

Very truly yours,

R. H. Hayes

R. H. HAYES
Chief, Engineering Division

CARL WARD

164

195-1

SEWER 18'

9 SEC 5
T
NR 1 E

CENTER OF ROAD
IS SECTION LINE

CARL WARD-TO-MONROE Co. INDIANA

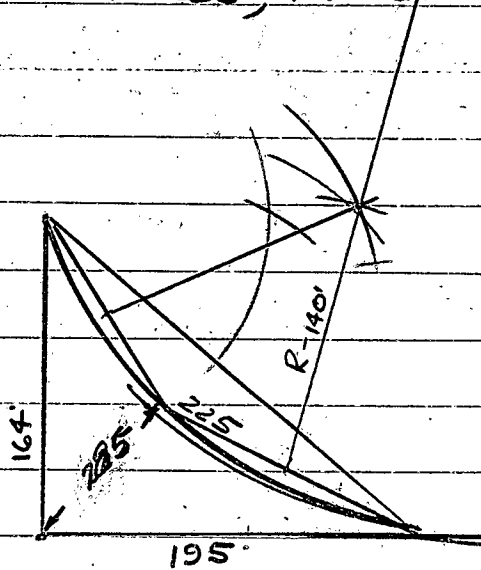
ROAD EASEMENT

NOV. 7, 1963

SECTION 5 - T9N, R1E

A PART OF THE NW $\frac{1}{4}$ OF THE SW $\frac{1}{4}$ OF SECTION 5
T9N, R1E - IN MONROE Co. INDIANA

BEGINNING AT A POINT THAT IS 500 FT. EAST
OF THE S.W. CORNER OF THE SAID $\frac{1}{4}$ - $\frac{1}{4}$; THENCE RUNNING
EAST FOR 195 FT; THENCE RUNNING IN A NORTHWESTERLY
DIRECTION OVER & ALONG A CURVE HAVING A RADIUS OF
140 FT FOR A DISTANCE OF 225 FT; THENCE RUNNING
SOUTH FOR 164 FT & TO THE PLACE OF BEGINNING.
CONTAINING IN ALL 0.36 ACRES, MORE OR LESS.



RECOMMENDATIONS FOR ROAD IMPROVEMENTS IN THE MONROE RESERVOIR COMMUNITY

Monroe Reservoir Community Coordinating Committee

The Monroe Reservoir, when completed, will be the largest body of water in the State of Indiana, and as such can contribute greatly to the economic growth of the area and to the State of Indiana. Other reservoirs now in operation have demonstrated the tremendous attraction which they have especially in the fields of recreation and tourism, and the extra burden placed on the existing road systems from the resultant traffic increase to and around them.

The Monroe Reservoir Community Coordinating Committee, realizing that the present roads would be inadequate in handling the anticipated traffic increase, and recognizing that an inadequate transportation system would have a serious detrimental impact on the economic and recreational development of the Monroe Reservoir Area, has developed a Master Road Plan to coordinate the planning of the various governmental agencies involved. In making its recommendations, the Committee gave consideration to the improvement of highways and roads from dense population areas to the public access sites on the reservoir and to the improvement of circumferential routes to make most areas easily accessible and to provide a smooth flow of traffic around the reservoir. The Master Road Plan indicates the roads that will need improvement and establishes priorities and responsibilities. No attempt was made to determine the degree or amount of improvement or to set a schedule for completion of these improvements since it was felt these items could be better determined by more detailed engineering analysis and study.

Following are the recommendations of the Committee to the State of Indiana on existing state highways listed in the order of priority:

- (1) Improvement of State Road 37 from Bedford to Martinsville.
- (2) Improvement of both State Road 46 and U. S. Highway 50 concurrently.

Following are the recommendations of the Committee on major road improvements needed in the Monroe Reservoir Community to connect the major recreational areas with the existing State Highway System. The Committee feels that these roads should be improved and maintained by the State of Indiana and/or the Corps of Engineers, wherever the capabilities of the Corps of Engineers permit. In the order of priority the recommendations are:

- (1) Improvement of the road from State Road 37 at Harrodsburg to the Dam and also to Mt. Ebel. (By the Corps of Engineers)

- (2) Improvement of Knight Ridge Road from State Road 46 south to the north end of the causeway, and of the road from the south end of the causeway south to U. S. Highway 50. (By the State of Indiana)
- (3) Relocation of State Road 135 to the present location of the Maumee to Belmont Road, with the State to abandon the present stretch of State Road 135 from Nashville to Brownstown, and the Counties to accept this abandoned stretch into the county road system. (By the State of Indiana)
- (4) Improvement of the Fairfax Road from Becks Corner through Sanders to Mt. Ebel. (By the State of Indiana)
- (5) Improvement of Tower Ridge Road (also known as Hickory Ridge Road) from the south end of the causeway road east to connect with the proposed relocated State Road 135. (By the State of Indiana)
- (6) Extension of the road across the dam to also cross the spillway and connect with a county road south. (By the Corps of Engineers)

Following are the recommendations of the Committee to the Counties on county roads to be improved to complete the necessary circumferential routes. The counties are listed in alphabetical order. The recommendations are not necessarily in the order of priority since the Committee agreed that this should be determined by the Counties.

Brown County:

- (1) Improvement of the road from the proposed relocated State Road 135 in the vicinity of the Steele Memorial to the relocated Deckard Cemetery road and on to the Monroe County line on the west.
- (2) Improvement of the Elkinsville to Story Road from Elkinsville east and then north to the relocated road provided by the Corps of Engineers.
- (3) Improvement of Crooked Creek road from public access site number 8 to State Road 46.
- (4) Improvement of Axsom Branch Road to connect with the relocated Deckard Cemetery Road.

Jackson County:

- (1) Improvement of the east-west road north of Seymour from Interstate 65 to Courtland.
- (2) Improvement of the road from Freetown through Houston to the proposed relocated State Road 135.

Lawrence County:

- (1) Improvement of the road from Guthrie northeast to the county line (connecting with the Chapel Hill Road).
- (2) Improvement of the road from the Monroe County line south through Barlettsville to State Road 58.

Monroe County:

- (1) Improvement of Strain Ridge Road from Smithville south to connect with the proposed improved road from Harrodsburg to Mt. Ebel.
- (2) Improvement of the east-west Smithville Road from State Road 37 through Smithville to Handy Road, and Handy Road northwest to the Stipp Road.
- (3) Improvement of Moffett Lane and Stipp Road from the Fairfax Road to the Moores Creek Road, and of Swartz Road from Moores Creek Road to Knight Ridge Road.
- (4) Improvement of Moores Creek Road and Rhoher Road from State Road 37 to the Stipp Road.
- (5) Improvement of Moores Pike from the Bloomington City Limits to Knight Ridge Road.
- (6) Improvement of Chapel Hill Road from the south end of the causeway southwest to Chapel Hill, then west and southwest from Chapel Hill to the Lawrence County Line.
- (7) Improvement of the road listed under "Brown County, item (1)," from the Brown County line west.
- (8) Improvement of the road south from Chapel Hill to the Lawrence County line.

WILLIAM HENRY SNYDER

ATTORNEY AT LAW
122 EAST SIXTH STREET
BLOOMINGTON, INDIANA

WILLIAM HENRY SNYDER

JAMES R. COFFER

TELEPHONE 6369

September 17, 1959

Mr. Dewey A. Davis
421 East Garfield Street
Michigan City, Indiana

Re: Mt. Tabor Bridge - Road
construction project

Dear Mr. Davis:

You will recall that last December we had an exchange of correspondence regarding the straightening of the Mt. Tabor Road which runs through your property south of Bean Blossom Creek. With your letter of December 29, you forwarded to me and the Board of Commissioners of Monroe County a sketch of that portion of your farm involved in the road straightening project and made certain suggestions for changing the location of the Road.

The Board of Commissioners of Monroe County, Indiana, has now let a contract for the construction of a brand new bridge over Bean Blossom Creek at the foot of the hill and construction on the bridge will start within two weeks.

In connection with the construction of this bridge, our County Engineer and the bridge engineers who designed the bridge have concluded that the safest and best route for the new approach to the bridge through your property is indicated by the red line superimposed on your sketch which I am returning to you herewith. The survey description of this new location of the Mt. Tabor Road is contained in the right of way deed which I also enclose herewith for your study and consideration.

Although it will cost the County a little more money to relocate the road in accordance with the recommendations of the engineers, we feel that in view of the expenditure of County funds for a new bridge we should follow the recommendations of the engineers with regard to the approach to the bridge and the development of a curve with a less sharp angle.

All the right of way across your property lies almost immediately west of the existing power lines as they run through your property. This information is given you so that you can orient the matter.

Mr. Dewey A. Davis

September 17, 1959

In view of the fact that the Commissioners are highly desirous of proceeding with the completion of the bridge and the re-routing of the road from the bridge up through your property, it will be appreciated if you could give favorable consideration to this matter at your early convenience.

As stated, the legal description contained in the right of way deed conforms to the red line as it is shown on the sketch enclosed herewith.

Please let me hear from you as to your decision in the matter. Needless to say, we greatly appreciate your fine cooperation and assistance.

Respectfully yours,

W. H. Snyder

WHS:bw
Encl.

RIGHT-OF-WAY DEED FOR COUNTY HIGHWAY

THIS INDENTURE WITNESSETH, That Dewey A. Davis and Ruie A. Davis, husband and wife, of Laporte County, Indiana, hereby grant, bargain, sell and convey to The Board of Commissioners of Monroe County, Indiana, of Monroe County, in the State of Indiana, for and in consideration of One Dollar (\$1.00) and other valuable considerations not expressed herein, the receipt whereof is hereby acknowledged, the following described real estate located in Monroe County, in the State of Indiana, to-wit:

A strip of ground twenty-five (25) feet on each side and parallel to the following described center line:

A part of the Northeast Quarter (NE $\frac{1}{4}$) of Section Sixteen (16), Township Ten (10) North, Range Two (2) West, beginning at a point that is one thousand five hundred (1500) feet North and two thousand three hundred eighty (2380) feet East of the Southwest corner of the said Northeast quarter and in the center line of Mt. Tabor Road; thence running North fifteen (15) degrees West for a distance of one thousand fifty (1050) feet more or less, and to a point in the center of the said Mt. Tabor Road, containing in all one and twenty-one hundredths (1.21) acres, more or less.

The above described real estate is to be used by the grantees herein for the purpose of re-locating and rebuilding the Mt. Tabor Road from the approach of the new bridge to the terminal point of the above description; it is understood and agreed that in the event the above described right-of-way for said road shall cease to be used as a public or county highway at any time in the future, title to said real estate shall revert to the grantors or their heirs and assigns or successors in title.

It is a further condition of this grant of right-of-way that The Board of Commissioners of Monroe County shall clean the old fence rows of fences, bushes and debris so as to make the land being vacated by the County in re-locating the Mt. Tabor Road as usable as possible; the rubbish and debris from cleaning the old fence rows, bushes and right-of-way area may be dumped in gullies on adjacent property of the grantors.

It is a further condition of this grant of right-of-way that when the new road over the above described route has been constructed, The Board of Commissioners of Monroe County, Indiana, will vacate the old roadway and the real estate involved therein shall be and become the property of the grantors who are the owners of all the real estate lying on either side of the roadway to be abandoned and vacated.

In Witness Whereof, The said grantors have hereunto affixed their hands and seals on this the _____ day of September, 1959.

Dewey A. Davis

(SEAL)

Ruie A. Davis

(SEAL)

STATE OF INDIANA)
) SS:
COUNTY OF LAPORTE)

Before me, the undersigned, a Notary Public in and for said County and State, this _____ day of September, 1959, personally appeared the within named Dewey A. Davis and Ruie A. Davis, husband and wife, grantors in the above conveyance and acknowledged the execution of the same to be their voluntary act and deed, for the uses and purposes hereinabove mentioned.

In Witness Whereof, I have hereunto subscribed my name and affixed my Notarial Seal.

My commission expires: _____

Notary Public

This instrument was prepared by
WILLIAM HENRY SNYDER
Attorney-at-Law
122 East Sixth Street
Bloomington, Indiana

BLOOMINGTON CRUSHED STONE CO. INC.

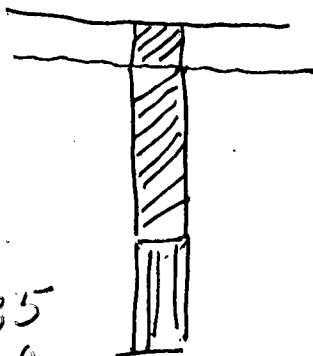


- BLOOMINGTON PLANT — PHONE ED 2-3318
- SPRINGVILLE PLANT — PHONE OWENSBURG 863-4201

160.00

165.00

$$\begin{array}{r} 3.81 \\ 6.10 \\ \hline 9.91 \\ .38 \\ \hline 10.29 \end{array}$$

$$\begin{array}{r} 105.00 \\ 10.29 \\ \hline 94.71 \end{array}$$


1135
60
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GRADE A CRUSHED STONE - AGRICULTURAL LIMESTONE

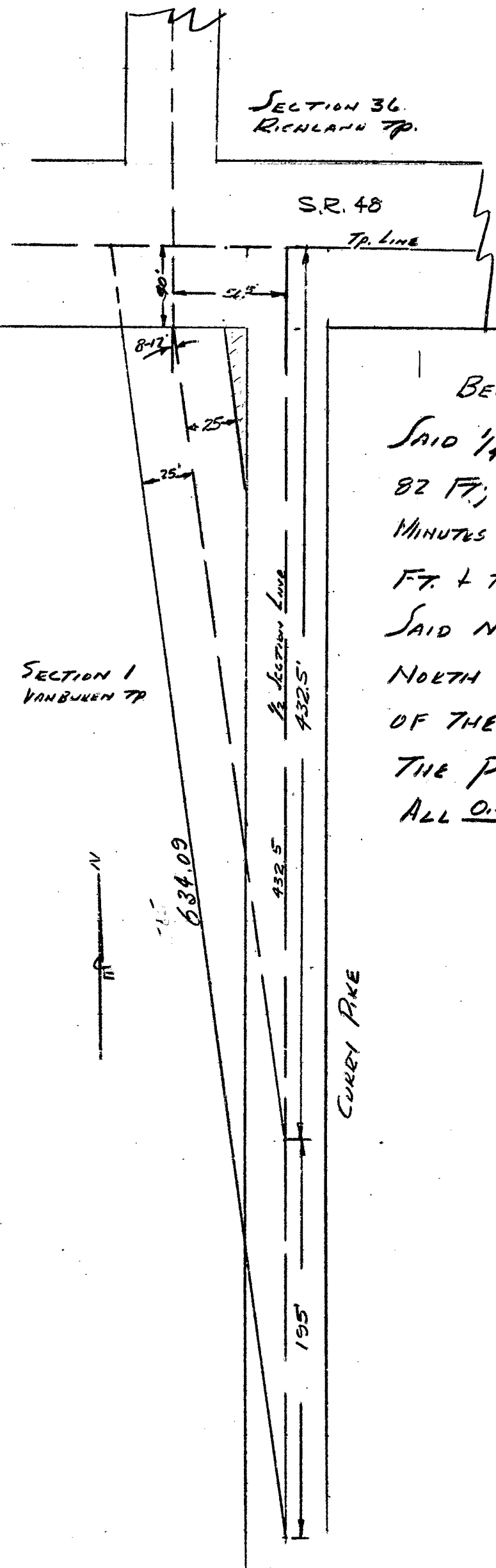
JUNE 29, 1961

ROY WILSON
TO
MONROE CO. INDIANA

A PART OF THE NE $\frac{1}{4}$ OF THE
NW $\frac{1}{4}$ OF SECTION 1 - T8N, R2W
VAN BUREN TP - MONROE CO., IND.

BEGINNING AT THE NE CORNER OF THE
SAID $\frac{1}{4}$ - $\frac{1}{4}$; THENCE RUNNING WEST FOR
82 FT; THENCE RUNNING SOUTH 8 DEGREE 47
MINUTES EAST FOR A DISTANCE OF 634.09
FT. & TO A POINT ON THE EAST OF THE
SAID NE $\frac{1}{4}$ OF THE NW $\frac{1}{4}$; THENCE RUNNING
NORTH OVER & ALONG THE SAID EAST LINE
OF THE SAID $\frac{1}{4}$ - $\frac{1}{4}$ FOR 627.5 FT & TO
THE PLACE OF BEGINNING, CONTAINING IN
ALL 0.59 ACRES, MORE OR LESS.

J.S.



Public Service Company OF INDIANA, INC.

1000 EAST MAIN STREET • PLAINFIELD, INDIANA

April 30, 1964

EDWIN M. GUE
VICE PRESIDENT—ENGINEERING

Mr. John Stapleton
Monroe County Engineer
County Court House
Bloomington, Indiana

Dear Mr. Stapleton:

Thank you for meeting with Mr. Beard and me Friday, April 24, 1964, to discuss the relocation of our transmission line on Mrs. Wylie's property. This letter is to confirm what was agreed on at the meeting.

1. The right-of-way or deed that the county has obtained from Mrs. Wylie runs from the creek on the east side of the creosote plant to old State Road #37 along the south side of Mrs. Wylie's property. This instrument calls for 25 feet north from the centerline of Creosote Road. (Or Winslow Road)
2. The County will not stake the north edge of this right-of-way. In order to stake the north edge of the right-of-way Public Service Company should measure the present pavement width and divide by two in order to find the centerline of the road. The centerline should approximate a straight line. The north edge of the right-of-way is 25 feet north of this centerline.
3. Public Service Company should stake their poles 1.5 feet south of the north edge of the right-of-way. This will keep the north edge of the pole on County property.
4. Public Service Company is not to place any more poles on this right-of-way than was originally engineered.
5. Public Service Company can cut any trees on this 25' right-of-way.

If you should require further information on this transmission line, please contact me at our office in Plainfield.

Sincerely,

Robert W. Prather



RWP/bcs

cc: M. M. Beard
E. F. Kixmiller
W. A. Schulz
H. F. Hilton
J. E. McKinster

January 14, 1964

Mr. James R. Cotner
122 E. 6th Street
P. O. Box 787
Bloomington, Indiana

C
Re: Project #1, Spanker's Creek Bridge
M & S Construction Company
Our file: 63-674

Dear Mr. Cotner:

O
As you know the American Insurance Company hold a bond for
M & S Construction Company who have a contract to complete
the Spanker's Creek Bridge. This office represents the
American Insurance Company.

P
I have just discussed this matter with Mr. Herschel Seamon,
Secretary of the M & S Construction Company. He informs me
the the bridge is completed and that the contract has been
fulfilled.

I would appreciate a word from you or the county engineer to
the fact that this bridge or project has been accepted by the
county engineer and the matter may be considered as concluded.

At your convenience may I hear from you?

Very truly yours,

Y
C. C. WELLS CLAIM SERVICE

C. C. Wells
CCW/gm

cc: American Insurance Company
John T. Stapleton

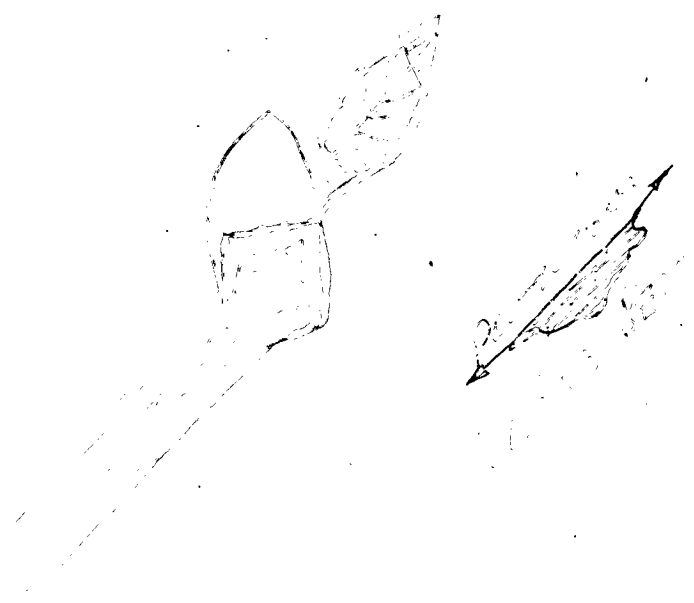
(2) (1)

Commission S.

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12.00
64.00

59.00
64.00
\$ 20,000.00 370



SNYDER, BUNGER, COTNER & HARRELL

122 EAST SIXTH STREET

P. O. BOX 787

BLOOMINGTON, INDIANA

October 17, 1963

WILLIAM HENRY SNYDER
LEN E. BUNGER, JR.
JAMES R. COTNER
HAROLD A. HARRELL

TELEPHONE
AREA CODE 812
332-9295

American Insurance Company
15 Washington Street
Newark 1, New Jersey

Gentlemen:

Upon July 22, 1963, your company issued a bond for the M & S Construction Company, Inc., upon the granting of a construction contract to that company by the Board of Commissioners of Monroe County, Indiana.

The work described in the bond is listed as follows:

General construction of Project 1, replacement
of Bridge over Spanker's Creek near Clear Creek.

Under the specifications, the contractor was to begin work within thirty days which would have meant work was to begin on or before August 21, 1963.

This is to inform you that the contractor has done no work on this job and that the Board of Commissioners of Monroe County look to your company for reimbursement for all loss resulting from his failure to perform the contract as agreed to.

In the event that you wish to discuss this with any official of the County, I would suggest that your representative contact me as County Attorney or John Stapleton, County Engineer, Court House, Bloomington, Indiana.

Sincerely yours,

James R. Cotner
County Attorney
Monroe County, Indiana

JRC:bh

CC: Mr. John T. Stapleton
Mr. Rodney Brown
Mr. John Hooker
Mr. Maurice Jones
Mr. Lester Musgrave

The successful bidder at the time of signing the contract will be required at his own expense to furnish bond guaranteeing faithful execution of the contract in the full amount of the contract price, executed by the bidder and surety and to be approved by the Board, on the bond form marked "Performance Bond" and bound herewith. The performance bond shall contain the following clauses: "The surety for value received hereby stipulates and agrees that no change or extension of time alteration or additions to the terms of the contract or the work to be performed thereunder, or to the specifications accompanying the same shall in anywise affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to terms on the contract, or to the work or to the specifications.

The successful bidder of this work will be required to pay and to require that any sub-contractor pay wage rates which shall not be less than the prescribed scales of wages required by law. In other words, the wages paid on any of this work shall not be less than the prevailing wage scale for this area.

Where, in these specifications or on the plans, one or more certain materials, trade name or article of certain manufacture are mentioned, it is done for the sole purpose of establishing a basis of durability and efficiency and not for the purpose of restricting competition.

The bidders are required to visit the site and to inform themselves fully of conditions relative to the construction and labor under which the work will be done.

The County Auditor will inform each bidder, upon request, as to the amount and kind of insurance required by the County, for this construction. The bidders likewise will be given full information concerning the amount and kind of bonds required by the County, in case these specifications are not clear to any bidder.

Preference shall be given to qualified local residents in the employment of labor and mechanics for work on the projects under this contract. No person under the age of Sixteen (16) years shall be employed on the project covered by these specifications.

There shall be no discrimination by reason of race, creed, color or political affiliations (except Communists - who shall not be employed) in the employment of person or persons for work on the project covered by these specifications, who are qualified by training and experience for such work; however, all persons employed on this work must be citizens of the United States of America.

Nothing in this contract shall create contractual relations between the sub-contractor and the Board of County Commissioners.

The work shall be started at the time stated in the notice to the Contractor to proceed and shall be completed in _____ consecutive calendar days from and after the date stated in said notice.

The Contractor shall hold Monroe County, Indiana, free from any losses, damages, injuries or infringements due to the work covered by these specifications.

The word "Board", as used in these specifications, proposal and contract, refers in every case to the Board of Monroe County, Indiana, Commissioners at Bloomington, Indiana.

The word "Contractor" as used in these specifications or the contract refers in every case to the person, firm or corporation or co-partnership who has entered into a contract to carry out the provisions of these specifications and plans for the work covered by the same.

No omission of any detail from the specifications or drawings shall release the Contractor from furnishing any materials or item of equipment usual or proper nor from doing anything necessary for the proper complete construction.

The Contractor shall keep a copy of these specifications and plans of his work on the site of his work at all times.

Unless otherwise stipulated in the plans and specifications, all materials, equipment and articles incorporated in the work covered by these plans and specifications shall be new and of the best grade of their prospective kinds, and shall be furnished by the Contractor along with necessary labor.

The Contractor will be responsible for any damages to the existing structure and adjacent structures to the project, or to this work already finished. All used or old materials or materials now in place shall be salvaged by the Contractor and stored in neat piles out of danger to the public in any way, and the Contractor shall be responsible for the same.

If any defect or failure on account of defective material or workmanship shall appear within one (1) year from the date of acceptance, the same shall be replaced or made good by the Contractor without cost to Monroe County, Indiana.

Payment for the work under this contract will be made on a lump sum basis after final acceptance of the work.

The Contractor shall at all times, keep the premises free from accumulation of waste materials or rubbish caused by his employees or work, and at the completion of the work, he shall remove all rubbish and surplus materials and leave the work and the site clean and ready for use.

Monroe County, Indiana, shall not be held responsible and will not replace or make good any damages caused by storms, floods or any other acts of God however, the Contractor shall repair or replace any damages caused by the above mentioned causes to the adjacent structure or structures.

The Contractor shall furnish all materials required, shall furnish all necessary transportation, tools, a competent supervisor and all skilled and unskilled labor necessary and required to install and complete the work described on page one (1) of these specifications.

Specifications for the removal of all loose plaster and the re-plastering of white coat and brown coat, where necessary, and the painting of all walls and ceiling, radiators, baseboards, doors, and window and door trims in the following locations as herein given: Jury Room, Probation Rooms, County School Superintendent Rooms, County Road Superintendent Rooms, Court Reporter's Room, Probate Clerk's Room. In the office of Circuit Court Judge, the loose plastering on the ceiling shall be removed and replaced with new plaster. The walls are to be paneled. The Judge is to furnish all materials for panel work. The Contractor shall furnish the labor for installing said materials.

The hole in the ceiling in the hall leading to the Jury Room shall be repaired, re-plastered and painted. A portion of the ceiling in the South Probation Room shall be removed and replaced for the reason that the plaster was placed before the Court House roof was repaired, the results being the same became wet and is now inferior. All cracked plastering shall be grooved and re-filled with plaster material.

All new plastering shall remain in place for ten (10) days before being sized and painted.

An oil paint shall be used, and the color for each room will be selected by the Department Head.

All wall and ceiling surfaces shall be cleaned until they are free of dust and other foreign materials and shall have _____ coats. All plaster repair areas shall be sized and painted with sufficient coats to insure the same color as the other wall areas.

COUNTY ROADSNAMEDATERIGHT
OF
WAYLENGTHBEAN BLOSSOM TOWNSHIP

Mt. Pleasant-Morgan Co.	1926	40'	6360
J. D. Brighton	1930	40'	7320
John Ellett	1925	40'	12390
Brocks-Cowden	1927	40'	22120
Stierwalt-Miers-Bales	1922	40'	16090

WASHINGTON TOWNSHIP

W. B. Chambers	1926	50'	20760
James B. Bastin	1928	50'	22358
John Anderson (Also in Marion Twp.)	1928	50'	29378
Tom Brown	1922	40'	10880
A. L. Ridge	1930	50'	9740
John Sealeo	1929	40'	5480
Golliver Cemetery	1929	40'	9818

MARION TOWNSHIP

John Anderson (Also in Wash. Twp.)	1928	50'	29378
J. A. McClary	1924	50'	29880

RICHLAND TOWNSHIP

McCullough	1923	40'	12630
Frank Starnes	1930	40'	7532
Learney Summitt	1928	40'	8315
Alexander Oliver	1920	40'	5900
Earlie Marshall	1926	50'	10600

PAGE 2.

VAN BUREN TOWNSHIP

J. F. Baxter	1928	50'	8080
Alonzo Harris	1925	50'	9800
Jacob Keller	1930	30'	6764
F. Keller	1929	50'	12635
Ogle Breeden (Also in Indian Creek)	1922	40'	23700

PERRY TOWNSHIP

Ralph Woolery	-----	30'	6000
Howard Borland	1930	40'	3070
Ross Bunger	1930	30'	1225
Van Buskirk	1926	40'	2260
Leslie Winslow	1925	40'	4730
M. Winder	1929	40'	3330
Grant Padden	1929	40'	1730
Maxwell Lane	1924	30'	7033
Chas. Woolery	1930	40'	10825
Everett Smith	1926	40'	12925
Homer Carpenter	1924	33'	7200
Wylie Kennedy	1928	40'	9750
Ray M. Phelps	1930	30'	1835
G. C. Carron	1930	40'	2980
Thana Wylie	1926	40'	5600
Ralph Stipp	1926	40'	9800
E. E. Hoadley	1928	40'	12910
Roy C. Pike	1927	40'	3600
Aaron Gordon	1928	40'	3605

<u>NAME</u>	<u>DATE</u>	<u>RIGHT OF WAY</u>	<u>LENGTH</u>
Walter Smith	1925	40'	2560
Luther Shields (Also in Clear Creek)	1922	40'	9000
C. T. O. Conant	1926	40'	7600
Harrell	1928	---	5300
Wm. Mercer	1928	40'	7020
Reeves Pike	1928	40'	1400
Melton Pike	1928	----	1828
Lew Dillman	1927	40'	2810
E. F. Carrell	1926	40'	2000
Bruce Sare	1926	40'	5600

SALT CREEK TOWNSHIP

George Hayes (Also in Polk Twp.)	1923	50'	10700
Joseph Hensley	1925	50'	20800

INDIAN CREEK TOWNSHIP

Freeman-Etal	--	40'	14120
Chas. Carmichael	1922	40'	10043
Henry Floyd	1929	40'	9267
Myers Burge	1922	40'	11800
Henry Floyd	1930	40'	7260
Burch Twp.	1930	40'	8930
Ogle Breeden (Also in Van Buren Twp.)	1922	40'	20700
Edward Lowe	1923	50'	4150

Page 3.

CLEAR CREEK TOWNSHIP

Luther Shields (Also in Perry Twp.)	1922	40'	9000
Cleveland Butcher	1930	40'	6680
George Stewart	1928	40'	9140
Frank Clendennin (Also in Polk Twp.)	1922	40'	13365

POLK TOWNSHIP

George Hayes (Also in Salt Creek)	1923	50'	19700
Claude Kinser	1926	50'	28600
Thurmar Hayes	1928	---	7840
Frank Clendennin (Also in Clear Creek)	1922	40'	13365

FIRST HIGHLAND COEP.

TO

MONROE COUNTY, INDIANA.

A PART OF THE N.E. $\frac{1}{4}$ OF THE NW $\frac{1}{4}$ OF SECTION 1-
T8N; R2W - IN MONROE COUNTY, INDIANA,

BEGINNING AT THE N.E. CORNER OF LOT 132
IN THE HIGHLAND VILLAGE 4TH ADDITION. THENCE
RUNNING SOUTH + TO THE NORTH OF THE MORRIS R.
GRAVES - REAR ESTATE; THENCE RUNNING EAST
FOR EIGHT ($8\frac{1}{2}$) + ONE HALF FEET; THENCE RUNNING
NORTH TO A POINT THAT IS DIRECTLY EAST
OF THE SAID N.E. CORNER OF LOT 132 IN THE
HIGHLAND VILLAGE 4TH ADDITION; THENCE RUNNING
WEST FOR EIGHT ($8\frac{1}{2}$) + ONE HALF FEET + TO THE
PLACE OF BEGINNING.

JS

<u>NAME</u>	<u>DATE</u>	<u>COUNTY ROADS</u> <u>RIGHT OF WAY</u>	<u>LENGTH</u>
<u>BEAN BLOSSOM TOWNSHIP</u>			
Mt. Pleasant-Morgan Co.	1926	40'	6360
J. D. Brighton	1930	40'	7320
John Ellett	1925	40'	12390
Brooks-Cowden	1927	40'	22120
Stierwalt-Miers-Bales	1922	40'	16090

<u>WASHINGTON TOWNSHIP</u>			
W. B. Chambers	1926	50'	20760
James B. Bastin	1928	50'	22358
John Anderson (Also in Marion Twp.)	1928	50'	29378
Tom Brown	1922	40'	10880
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John Sealeo	1929	40'	5480
Golliver Cemetery	1929	40'	9818

<u>MARION TOWNSHIP</u>			
John Anderson (Also in Wash. Twp.)	1928	50'	29378
J. A. McClary	1924	50'	29880

<u>RICHLAND TOWNSHIP</u>			
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<u>VAN BUREN TOWNSHIP</u>			
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Ogle Breeden (Also in Indian Creek)	1922	40'	23700

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Howard Borland	1930	40'	3070
Ross Bunker	1930	30'	1225
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Roy C. Pike	1927	40'	3600
Aaron Gordon	1928	40'	3605

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Lew Dillman	1927	40'	2810
E. F. Carrell	1926	40'	2000
Bruce Bare	1926	40'	5600

SALT CREEK TOWNSHIP

George Hayes (Also in Polk Twp.)	1923	50'	10700
Joseph Hensley	1925	50'	20800

INDIAN CREEK TOWNSHIP

Freeman Etal	--	40'	14120
Chas. Jarmichael	1922	40'	10043
Henry Floyd	1929	40'	9267
Myers Burge	1922	40'	11800
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Ogle Breeden (Also in Van Buren Twp.)	1922	40'	20700
Edward Lowe	1923	50'	4150

Page 3.

CLEAR CREEK TOWNSHIP

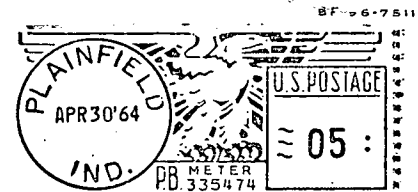
Luther Shields (Also in Perry Twp.)	1922	40'	9000
Cleveland Butcher	1930	40'	6680
George Stewart	1928	40'	9140
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Thurman Hayes	1928	---	7840
Frank Clendennin (Also in Clear Creek)	1922	40'	13365

PUBLIC SERVICE COMPANY OF INDIANA, INC.

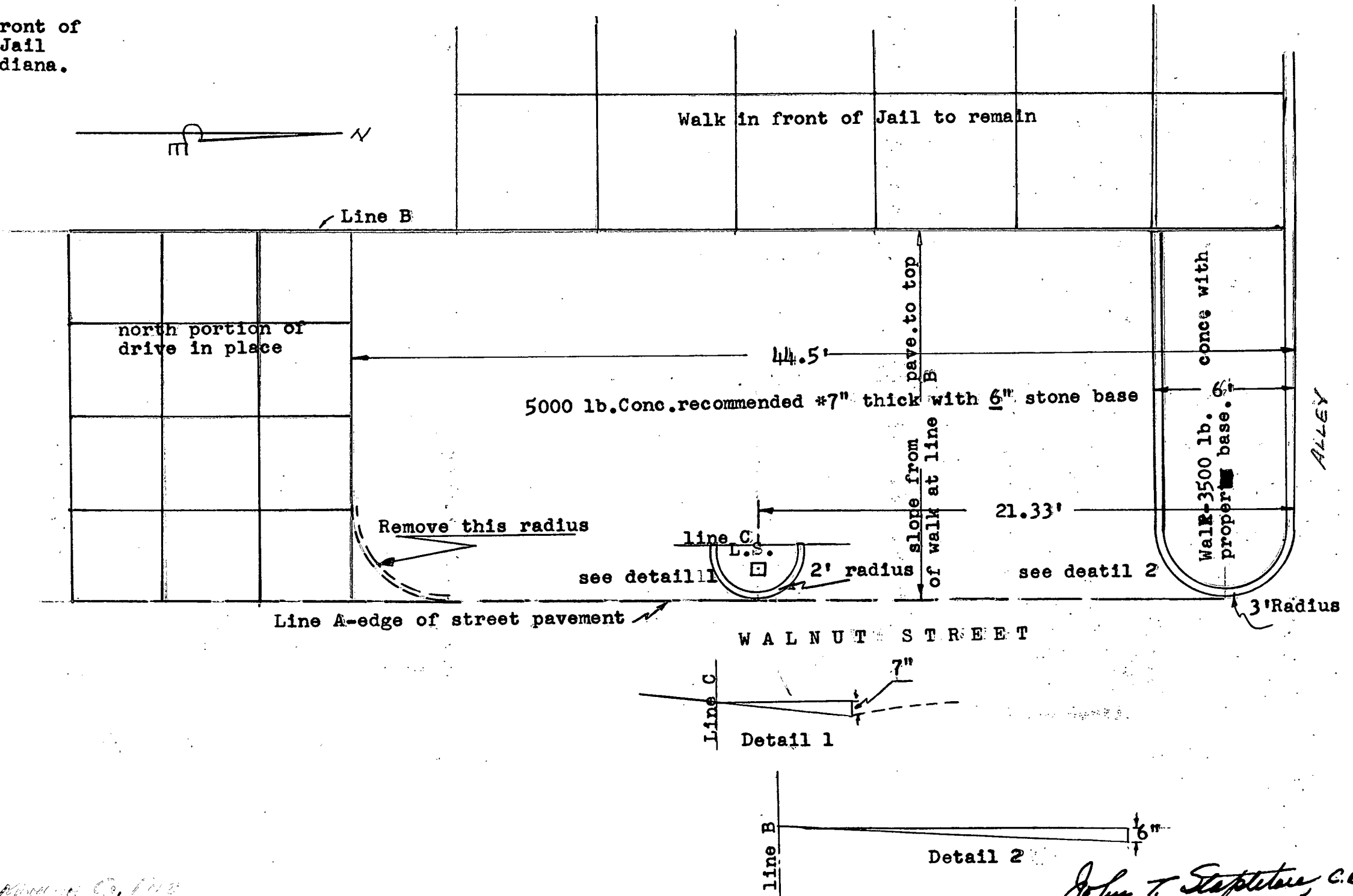
1000 EAST MAIN STREET • PLAINFIELD, INDIANA



Mr. John Stapleton
Monroe County Engineer
County Court House
Bloomington, Indiana

New Drive in front of
Monroe County Jail
Bloomington, Indiana.

August 1, 1960



Estimate (project #1)

Brunnets Creek

Concrete	86 cy @ \$100	\$ 8600
	36 cy @ \$90	\$ 3240
Rebar	8390' @ \$0.15	\$ 1260
#4, #2 & #2 erection	beck	\$ 8262
G. R	106 LF @ \$5.-	\$ 530
		<hr/>
		\$ 21892
		2189
		<hr/>
		\$ 24081
		<hr/>
		Estimate \$ 24000

Project #2

Concrete	86.3 cy @ \$100	\$ 8630
Rebar	11735 @ 15¢	\$ 1760
Beams	350' 19.60 + 3. @ 22.60	\$ 7910
Guardrail	145 @ 5.00	\$ 725
Piling	200' @ 5.00	\$ 1000
		<hr/>

20025
+ 10% Misc 2003

\$ 22028

Estimate \$ 22000

Harrodsburg

AMERICAN

WOODWARD

BEUMMETT'S CREEK

5-22-1962

\$27,535.~~00~~

W.W.P

Per-Rating of { 29,134.00 BEUMMETT'S CREEK BRIDGE
\$53,000.00 - Request { 23,866.00 HARRODSBURG BRIDGE
OF Co. Council { 53,000.00
For Bridge Const.

WALTER WOODWARD

1 BRUMMETT CREEK BRIDGE — ~~\$27,535.00~~
~~24,535.00~~

HARRISBURG BRIDGE — \$21,800.00

27,535.00

22,000.00

49,535.00

300.00

49,835.00

~~\$58,000.00~~

FIRST HIGHLAND CORP.
TO

BOARD OF MONROE CO. COMM.

A PT. of the NE $\frac{1}{4}$ - NE $\frac{1}{4}$ OF SEC. 1 - T8N; R2W
BEG. AT THE N.E. COR. OF THE SAID $\frac{1}{4}$ - $\frac{1}{4}$; THENCE
RUNNING N 89-02'-30" WEST 79.77 FT. TO A POINT
ON A CURVE TO THE LEFT & HAVING A RADIUS
462.39 FT; THENCE SOUTHEASTERLY ALONG SAID
CURVE 56.72 FT. TO THE P.T. OF SAID CURVE;
THENCE SOUTH 12-0'-0" EAST TO THE P.C. OF
A CURVE TO THE RIGHT HAVING A RADIUS
OF 545.88 FT; THENCE SOUTHWESTERLY OVER &
ALONG SAID CURVE 114.33 FT & TO THE P.T.
OF SAID CURVE; THENCE EAST 25 FT, TO A POINT
ON THE E. OF CURRY PIKE, SAID E. BEING
THE $\frac{1}{2}$ SECTION LINE OF SECTION 1 - T8N; R2W
THENCE NORTH OVER & ALONG THE E. OF
CURRY PIKE TO THE PLACE OF BEGIN.

STUKEY ROAD BRIDGE

OFFICE COPY

SPECIFICATIONS AND PROPOSAL

MONROE COUNTY BRIDGES

John T. Stapelton
County Engineer

INFORMATION FOR BIDDERS

1. Sealed proposals for the following described work will be received by the County Commissioners of _____ County, Indiana at their office in the Court House until _____ o'clock _____, 1964, at which place and hour they will be publicly opened and read.
2. BIDS. A unit price shall be submitted for each item as set out in the proposal. Each bid must be accompanied with a Certified Check or Bid Bond for 10% of the total amount.
3. RIGHT TO REJECT BIDS. The Board expressly reserves the right to reject any and/or all bids.
4. SIGNATURES AND AFFIDAVIT. Each bid must be signed in ink by the person or authorized officer or member of the firm or corporation making the bid.
5. FILING BIDS. All bids shall be filed with the County Commissioners on or before the day and hour mentioned above, and stated in the advertisement. No proposal presented after this time will be accepted.
6. ESTIMATED QUANTITIES. Wherever quantities are listed, given or shown, they are the quantities estimated to be required to complete the work shown on the drawings and/or required by the specifications. Although these quantities are intended to be correct, they are not guaranteed to be so. Before using said list of quantities the contractor shall determine to his own satisfaction that they are correct and he shall not be entitled to any claim of loss because of his failure to do so. Changes in quantities due to any changes in the plans and specifications ordered by the Owner or to correction of errors in said drawings and specifications will be covered by change orders to this contract.
7. BONDS. The successful bidder, at the time of signing the contract will be required to furnish a performance bond for 100% of the bid amount.
8. EXAMINATION OF LOCATION AND PLANS. Plans are available at the office of the County _____, and bidders are expected to examine them before submitting their bids. Bidders must satisfy themselves by personal examination of the location of the proposed work, and by such other means as they may choose, as to the accuracy of the estimates of the work to be done, and shall not at any time after the opening of the bids dispute or complain of the statement or estimate of the Engineer, nor assert that there was misunderstanding as to the nature or amount of the work to be done.

9. COMMENCING WORK. The work, under these specifications shall be commenced within _____ days from the date of award of contract and shall be completed and ready for final inspection within _____ days after award of the contract.

10. COMPLIANCE WITH PROVISIONS. All bids failing to comply with the provisions set forth herein may be rejected by the Owner.

SPECIFICATIONS

for

VICTOR PIKE BRIDGE

MONROE COUNTY

1. Indiana State Highway Department specifications are made a part hereof by reference hereto and shall take precedence over all others in so far as they pertain to materials and methods of construction; however, they shall not pertain to this job in so far as payment is concerned.
2. Bridge Decks to be furnished by Contractor shall be constructed of prestressed beams as shown by the drawings designed to support H 20 S 1644 AASHTO LOADING in accordance with Recommendations for Prestressed Concrete by the ACI-ASCE Joint Committee #323.
3. FOUNDATIONS of abutments shall be constructed at elevations shown on plans. Concrete classes called for are 1963 Indiana State Highway Specifications, Section E5.
4. GUARD RAIL shall be 10 gauge beam type and shall come with a shop coat of red lead paint, and shall be furnished and erected by Contractor.
5. County to provide a wearing surface on new structure and perform any other roadway work required.
6. Removal of old structure to be done by Contractor. Plans indicate method and place of disposal.
7. Bituminous expansion joint shall be constructed at places as shown on the plans. No direct payment will be made for this item, but the cost thereof shall be included in the price of the prestressed concrete deck.
8. Payment for all excavating will not be made as such, but will be included in the payment for concrete.
9. Payment for piling, when required, will be based on actual footage using the unit price bid.

NON COLLUSION AFFIDAVIT

The Bidder, by its officers and _____ Agents, representatives present at the time of filing this bid, being duly sworn, on their oaths say that neither they nor any of them have in any way, directly or indirectly, entered into any agreement or agreements with any other bidder, or with any public official. Whereby such affiant or affiants or either of them, has paid or is to pay such bidder or public official any sum of money, or has given or is to give to such other bidder or public official anything of value whatever, or such affiant or affiants or either of them has not directly or indirectly entered into any agreement or arrangement with any other bidder or bidders, which tends to or does lessen or destroy free competition in the letting of the Contract sought for the attached bids; that no inducement of any form or character other than that which appears upon the face of the bid will be suggested, offered, paid or delivered to any person whomsoever to influence the acceptance of said bid or awarding of the Contract; nor has this bidder any agreement or understanding of any kind whatsoever, with any person whomsoever to pay, deliver to, or share with any other person in any way or manner, any of the proceeds of the contract sought by this bid.

Subscribed and sworn to before me by _____
this _____ day of _____, 1964.

Notary Public

My commission expires _____.

PROPOSAL FORM

Pursuant to notice given, the undersigned proposes to perform and guarantee all things required to be performed or guaranteed to furnish all labor, and to furnish all materials and equipment except as otherwise provided, and do all other things necessary to complete the work required for the construction of Victor Pike Bridge in accordance with the plans and specifications on file in the office of the county engineer.

Each proposal shall contain a 96A Form with unit prices listed thereon as indicated below. Unit prices shall be inserted in the proper spaces provided therefore and extension shall be made by multiplying said unit price by the estimated quantities listed on the form to get a cost for each constructed item. The costs of the several construction items shall be totaled to obtain a lump sum bid for the work covered. All figures must be entered in type or ink.

1. Prestressed concrete bridge deck in place: 1 span @ 48'-0" including dowels, tie rods, grout and curbs.

2. Steel beam guard rail.

3. Class F Concrete

4. Reinforcing Steel

5. Removal of old structure.

QUANTITY	UNIT	Unit Price	Total Price
1	Lump Sum	\$ 6.50 per sq. Ft.	8190. ⁰⁰
96	Lin. Ft.	4.50	432. ⁰⁰
58.7	Cu. Yds.	80. ⁰⁰	469. ⁶⁰
7,170	Pounds	0.15	1075. ⁵⁰
1	Lump Sum	1000. ⁰⁰	1000

TOTAL 11167.10

10% contingency 1117.00

Signature 12284.10

CARL WARD

164

195-1

X

SEWER 18'

NR 1 E

9 SEC 5

CENTER OF ROAD
IS SECTION LINE

Office Copy
for
John T. Stapleton

SPECIFICATIONS AND PROPOSAL

MONROE COUNTY BRIDGES

John T. Stapleton
County Engineer

INFORMATION FOR BIDDERS

1. Sealed proposals for the following described work will be received by the County Commissioners of _____ County, Indiana at their office in the Court House until _____ o'clock _____, 1964, at which place and hour they will be publicly opened and read.
2. BIDS. A unit price shall be submitted for each item as set out in the proposal. Each bid must be accompanied with a Certified Check or Bid Bond for 10% of the total amount.
3. RIGHT TO REJECT BIDS. The Board expressly reserves the right to reject any and/or all bids.
4. SIGNATURES AND AFFIDAVIT. Each bid must be signed in ink by the person or authorized officer or member of the firm or corporation making the bid.
5. FILING BIDS. All bids shall be filed with the County Commissioners on or before the day and hour mentioned above, and stated in the advertisement. No proposal presented after this time will be accepted.
6. ESTIMATED QUANTITIES. Wherever quantities are listed, given or shown, they are the quantities estimated to be required to complete the work shown on the drawings and/or required by the specifications. Although these quantities are intended to be correct, they are not guaranteed to be so. Before using said list of quantities the contractor shall determine to his own satisfaction that they are correct and he shall not be entitled to any claim of loss because of his failure to do so. Changes in quantities due to any changes in the plans and specifications ordered by the Owner or to correction of errors in said drawings and specifications will be covered by change orders to this contract.
7. BONDS. The successful bidder, at the time of signing the contract will be required to furnish a performance bond for 100% of the bid amount.
8. EXAMINATION OF LOCATION AND PLANS. Plans are available at the office of the County _____, and bidders are expected to examine them before submitting their bids. Bidders must satisfy themselves by personal examination of the location of the proposed work, and by such other means as they may choose, as to the accuracy of the estimates of the work to be done, and shall not at any time after the opening of the bids dispute or complain of the statement or estimate of the Engineer, nor assert that there was misunderstanding as to the nature or amount of the work to be done.

9. COMMENCING WORK. The work, under these specifications shall be commenced within _____ days from the date of award of contract and shall be completed and ready for final inspection within _____ days after award of the contract.

10. COMPLIANCE WITH PROVISIONS. All bids failing to comply with the provisions set forth herein may be rejected by the Owner.

SPECIFICATIONS

for

HARMONY ROAD BRIDGE

MONROE COUNTY

1. Indiana State Highway Department specifications are made a part hereof by reference hereto and shall take precedence over all others in so far as they pertain to materials and methods of construction; however, they shall not pertain to this job in so far as payment is concerned.
2. Bridge Decks to be furnished by Contractor shall be constructed of prestressed beams as shown by the drawings designed to support H 20 S 1644 AASHO LOADING in accordance with Recommendations for Prestressed Concrete by the ACI-ASCE Joint Committee #323.
3. FOUNDATIONS of abutments shall be constructed at elevations shown on plans. Concrete classes called for are 1963 Indiana State Highway Specifications, Section E5.
4. GUARD RAIL shall be 10 gauge beam type and shall come with a shop coat of red lead paint, and shall be furnished and erected by Contractor.
5. County to provide a wearing surface on new structure and perform any other roadway work required.
6. Removal of old structure to be done by Contractor. Plans indicate method and place of disposal.
7. Bituminous expansion joint shall be constructed at places as shown on the plans. No direct payment will be made for this item, but the cost thereof shall be included in the price of the prestressed concrete deck.
8. Payment for all excavating will not be made as such, but will be included in the payment for concrete.
9. Payment for piling, when required, will be based on actual footage using the unit price bid.
10. The skew angle shown on the plans shall be checked in the field by the Contractor and reported to the County Engineer.

NON COLLUSION AFFIDAVIT

The Bidder, by its officers and _____ Agents, representatives present at the time of filing this bid, being duly sworn, on their oaths say that neither they nor any of them have ... in any way, directly or indirectly, entered into any agreement or agreements with any other bidder, or with any public official. Whereby such affiant or affiants or either of them, has paid or is to pay such bidder or public official any sum of money, or has given or is to give to such other bidder or public official anything of value whatever, or such affiant or affiants or either of them has not directly or indirectly entered into any agreement or arrangement with any other bidder or bidders, which tends to or does lessen or destroy free competition in the letting of the Contract sought for the attached bids; that no inducement of any form or character other than that which appears upon the face of the bid will be suggested, offered, paid or delivered to any person whomsoever to influence the acceptance of said bid or awarding of the Contract; nor has this bidder any agreement or understanding of any kind whatsoever, with any person whomsoever to pay, deliver to, or share with any other person in any way or manner, any of the proceeds of the contract sought by this bid.

Subscribed and sworn to before me by _____
this _____ day of _____, 1964.

Notary Public

My commission expires _____.

PROPOSAL FORM

Pursuant to notice given, the undersigned proposes to perform and guarantee all things required to be performed or guaranteed to furnish all labor, and to furnish all materials and equipment except as otherwise provided, and do all other things necessary to complete the work required for the construction of Harmony Rd. Bridge in accordance with the plans and specifications on file in the office of the county engineer.

Each proposal shall contain a 96A Form with unit prices listed therein as indicated below. Unit prices shall be inserted in the proper spaces provided therefore and extension shall be made by multiplying said unit price by the estimated quantities listed on the form to get a cost for each constructed item. The costs of the several construction items shall be totaled to obtain a lump sum bid for the work covered. All figures must be entered in type or ink.

	QUANTITY	UNIT	Unit Price	Total Price
1. Prestressed concrete bridge deck in place: 1 span @42'-0" including dowels, tie rods, grout and curbs.	1	Lump Sum		\$ 7,250 ⁰⁰
2. Steel beam guard rail.	84	Lin. Ft.	\$ 4.50	378 ⁰⁰
3. Class F Concrete	117.4	Cu. Yds.	\$ 90. ⁰⁰ / ₁₀₀	10,566 ⁰⁰
4. Reinforcing Steel	13,374	Pounds	\$.13 ¹¹ / ₁₀₀	1,738 ⁶²
5. Removal of old structure.	1	Lump Sum		2,000 ⁰⁰

TOTAL \$ 21,922⁶²

Signature _____

SPECIFICATIONS AND PROPOSAL

MONROE COUNTY BRIDGES

**John T. Stapelton
County Engineer**

INFORMATION FOR BIDDERS

1. Sealed proposals for the following described work will be received by the County Commissioners of Monroe County, Indiana at their office in the Court House until _____ o'clock _____, of _____ 19 _____, at which place and hour they will be publicly opened and read.
2. BIDS: A unit price shall be submitted for each item as set out in the proposal. Each bid must be accompanied with a Certified Check or Bid Bond for 10% of the total amount.
3. RIGHT TO REJECT BIDS: The Board expressly reserves the right to reject any and/or all bids.
4. SIGNATURES AND AFFIDAVIT: Each bid must be signed in ink by the person or authorized officer or member of the firm or corporation making the bid.
5. FILING BIDS: All bids shall be filed with the County Commissioners on or before the day and hour mentioned above, and stated in the advertisement. No proposal presented after this time will be accepted.
6. ESTIMATED QUANTITIES: Wherever quantities are listed, given or shown, they are the quantities estimated to be required to complete the work shown on the drawings and/or required by the specifications. Although these quantities are intended to be correct, they are not guaranteed to be so. Before using said list of quantities the contractor shall determine to his own satisfaction that they are correct and he shall not be entitled to any claim of loss because of his failure to do so. Changes in quantities due to any changes in the plans and specifications ordered by the Owner or to correction of errors in said drawings and specifications will be covered by change orders to this contract.
7. BONDS: The successful bidder, at the time of signing the contract, will be required to furnish a performance bond for 100% of the bid amount.
8. EXAMINATION OF LOCATION AND PLANS: Plans are available at the office of the County Engineer, and bidders are expected to examine them before submitting their bids. Bidders must satisfy themselves by personal examination of the location of the proposed work, and by such other means as they may choose, as to the accuracy of the estimates of the work to be done, and shall not at any time after the opening of the bids dispute or complain of the statement or estimate of the Engineer, nor assert that there was any misunderstanding as to the nature or amount of the work to be done.

9. COMMENCING WORK: The work, under these specifications shall be commenced within _____ days from the date of award of contract and shall be completed and ready for final inspection within _____ days after award of the contract.

10. COMPLAINT WITH PROVISIONS: All bids failing to comply with the provisions set forth herein may be rejected by the Owner.

SPECIFICATIONS

for

VICTOR PIKE BRIDGE

MONROE COUNTY

1. Indiana State Highway Department specifications are made a part hereof by reference hereto and shall take precedence over all others in so far as they pertain to materials and methods of construction; however, they shall not pertain to this job in so far as payment is concerned.
2. Bridge Decks to be furnished by Contractor shall be constructed of prestressed beams as shown by the drawings designed to support H 20 S 1644 AASHO LOADING in accordance with Recommendations for Prestressed Concrete by the ACI-ASCE Joint Committee #323.
3. FOUNDATIONS of abutments shall be constructed at elevations shown on plans. Concrete classes called for are 1963 Indiana State Highway Specifications, Section E5.
4. GUARD RAIL shall be 10 gauge beam type and shall come with a shop coat of red lead paint, and shall be furnished and erected by Contractor.
5. County to provide a wearing surface on new structure and perform any other roadway work required.
6. ~~Removal~~ Removal of old structure to be done by Contractor. Plans indicate method and place of disposal.
7. Bituminous expansion joint shall be constructed at places as shown on the plans. No direct payment will be made for this item, but the cost thereof shall be included in the price of the prestressed concrete deck.
8. Payment for all excavating will not be made as such, but will be included in the payment for concrete.
9. Payment for piling, when required, will be based on actual footage using the unit price bid.

NON-COLLUSION AFFIDAVIT

The Bidder, by its officers and _____
Agents, representatives present at the time of filing
this bid, being duly sworn, on their oaths say that
neither they nor any of them have in any way, directly
or indirectly, entered into any agreement or agreements
with any other bidder, or with any public official.
Whereby such affiant or affiants or either of them, has
paid or is to pay to such bidder or public official any
sum of money, or has given or is to give to such other
bidder or public official anything of value whatever,
or such affiant or affiants or either of them has not
directly or indirectly entered into any agreement or
arrangement with any other bidder or bidders, which
tends to or does lessen or destroy free competition in
the letting of the Contract sought for the attached bids;
that no inducement of any form or character other than
that which appears upon the face of the bid will be sug-
gested, offered, paid or delivered to any person whomso-
ever to influence the acceptance of said bid or awarding
of the Contract; nor has this bidder any agreement or
understanding of any kind whatsoever, with any person
whomsoever to pay deliver to, or share with any other
person in any way or manner, any of the proceeds of the
contract sought by this bid.

Suscribed and sworn to before me by _____
this _____ day of _____, 19____.

My commission expires:

PROPOSAL FORM

Pursuant to notice given, the undersigned proposes to perform and guarantee all things required to be performed or guaranteed to furnish all labor, and to furnish all materials and equipment except as otherwise provided, and do all other things necessary to complete the work required for the construction of Victor Pike Bridge in accordance with the plans and specifications on file in the office of the county engineer.

Each proposal shall contain a 96A Form with unit prices listed thereon as indicated below. Unit prices shall be inserted in the proper spaces provided therefore and extension shall be made by multiplying said unit price by the estimated quantities listed on the form to get a cost for each constructed item. The costs of the several construction items shall be totaled to obtain a lump sum bid for the work covered. All figures must be entered in type or ink.

	QUANTITY	UNIT	Unit Price	Total Price
1. Prestressed concrete bridge deck in place: 1 span @ 48'-0" including dowels, tie rods, grout and curbs.	1	Lump Sum		
2. Steel beam guard rail.	96	Lin. Ft.		
3. Class F Concrete	58.7	Cu. Yds.		
4. Reinforcing Steel	7,170	Pounds		
5. Removal of old structure.	1	Lump Sum		

TOTAL _____

Signature _____

KINSEER PIKE BRIDGE #1

~~BEAN CREEK BRIDGE~~

MOORE PIKE BRIDGE

MONROE COUNTY, INDIANA

ANDERSON ROAD BRIDGE

CREOSOTE ROAD BRIDGE 1964

Moore's Pike

START. 10 DAYS - FINISH IN 45 DAYS

SPECIFICATIONS AND PROPOSAL

MONROE COUNTY BRIDGES

Office Copy

John T. Stapleton
County Engineer

INFORMATION FOR BIDDERS

- 1. Sealed proposals for the following described work will be received by the County Commissioners of Monroe County, Indiana at their office in the Court House until 10:00 A.M. o'clock of May 25 19 64, at which place and hour they will be publicly opened and read. - AWARD @ 2:30 P.M.
2. BIDS: A unit price shall be submitted for each item as set out in the proposal. Each bid must be accompanied with a Certified Check or Bid Bond for 10% of the total amount.
3. RIGHT TO REJECT BIDS: The Board expressly reserves the right to reject any and/or all bids.
4. SIGNATURES AND AFFIDAVIT: Each bid must be signed in ink by the person or authorized officer or member of the firm or corporation making the bid.
5. FILING BIDS: All bids shall be filed with the County Commissioners on or before the day and hour mentioned above, and stated in the advertisement. No proposal presented after this time will be accepted.
6. ESTIMATED QUANTITIES: Wherever quantities are listed, given or shown, they are the quantities estimated to be required to complete the work shown on the drawings and/or required by the specifications. Although these quantities are intended to be correct, they are not guaranteed to be so. Before using said list of quantities the contractor shall determine to his own satisfaction that they are correct and he shall not be entitled to any claim of loss because of his failure to do so. Changes in quantities due to any changes in the plans and specifications ordered by the Owner or to correction of errors in said drawings and specifications will be covered by change orders to this contract.
7. BONDS: The successful bidder, at the time of signing the contract, will be required to furnish a performance bond for 100% of the bid amount.
8. EXAMINATION OF LOCATION AND PLANS: Plans are available at the office of the County Engineer, and bidders are expected to examine them before submitting their bids. Bidders must satisfy themselves by personal examination of the location of the proposed work, and by such other means as they may choose, as to the accuracy of the estimates of the work to be done, and shall not at any time after the opening of the bids dispute or complain of the statement or estimate of the Engineer, nor assert that there was any misunderstanding as to the nature or amount of the work to be done.

9. COMMENCING WORK: The work, under these specifications shall be commenced within _____ days from the date of award of contract and shall be completed and ready for final inspection within _____ days after award of the contract.

10. COMPLAINT WITH PROVISIONS: All bids failing to comply with the provisions set forth herein may be rejected by the Owner.

SPECIFICATIONS

for

MOORE'S PIKE BRIDGE

MONROE COUNTY, INDIANA

1. Indiana State Highway Department specifications are made a part hereof by reference hereto and shall take precedence over all others in so far as they pertain to materials and methods of construction; however, they shall not pertain to this job in so far as payment is concerned.
2. Bridge Decks to be furnished by Contractor shall be constructed of prestressed beams as shown by the drawings designed to support H 20 S 1644 AASHTO LOADING in accordance with Recommendations for Prestressed Concrete by the ACI-ASCE Joint Committee #323.
3. FOUNDATIONS of abutments shall be constructed at elevations shown on plans. Concrete classes called for are 1963 Indiana State Highway Specifications, Section E5.
4. GUARD RAIL shall be 10 gauge beam type and shall come with a shop coat of red lead paint, and shall be furnished and erected by Contractor.
5. County to provide a wearing surface on new structure and perform any other roadway work required.
6. Removal of old structure to be done by Contractor. Plans indicate method and place of disposal.
7. Bituminous expansion joint shall be constructed at places as shown on the plans. No direct payment will be made for this item, but the cost thereof shall be included in the price of the prestressed concrete deck.
8. Payment for all excavating will not be made as such, but will be included in the payment for concrete.
9. Payment for piling, when required, will be based on actual footage using the unit price bid.
10. Permission to use explosives may be given, but must be approved by county engineer in writing.

NON-COLLUSION AFFIDAVIT

The Bidder, by its officers and _____
Agents, representatives present at the time of filing
this bid, being duly sworn, on their oaths say that
neither they nor any of them have in any way, directly
or indirectly, entered into any agreement or agreements
with any other bidder, or with any public official.
Whereby such affiant or affiants or either of them, has
paid or is to pay to such bidder or public official any
sum of money, or has given or is to give to such other
bidder or public official anything of value whatever,
or such affiant or affiants or either of them has not
directly or indirectly entered into any agreement or
arrangement with any other bidder or bidders, which
tends to or does lessen or destroy free competition in
the letting of the Contract sought for the attached bids;
that no inducement of any form or character other than
that which appears upon the face of the bid will be sug-
gested, offered, paid or delivered to any person whomso-
ever to influence the acceptance of said bid or awarding
of the Contract; nor has this bidder any agreement or
understanding of any kind whatsoever, with any person
whomsoever to pay deliver to, or share with any other
person in any way or manner, any of the proceeds of the
contract sought by this bid.

Suscribed and sworn to before me by _____
this _____ day of _____, 19____.

My commission expires:

PROPOSAL FORM

Pursuant to notice given, the undersigned proposes to perform and guarantee all things required to be performed or guaranteed to furnish all labor, and to furnish all materials and equipment except as otherwise provided, and do all other things necessary to complete the work required for the construction of Moore's Pike Bridge in accordance with the plans and specifications on file in the office of the county engineer.

Each proposal shall contain a 96A Form with unit prices listed thereon as indicated below. Unit prices shall be inserted in the proper spaces provided therefore and extension shall be made by multiplying said Unit Price by the estimated quantities listed on the form to get a cost for each constructed item. The costs of the several construction items shall be totaled to obtain a lump sum bid for the work covered. All figures must be entered in type or ink.

	QUANTITY	UNIT	UNIT Price	TOTAL Price
1. Prestressed concrete bridge deck in place: 1 span @ 24'-0" including bearing pads, dowels, tie rods, grout and curbs.	1	Lump Sum		3566 ⁰⁰
2. Steel beam guard rail.	48	Lin. Ft.	6 ⁰⁰	288 ⁰⁰
3. Class F Concrete	66.3	Cu. Yds.	80 ⁰⁰	5304 ⁰⁰
4. Reinforcing steel.	7,320	Lbs.	14 ⁰⁰	10248 ⁰⁰
5. Removal of old structure.	1	Lump Sum		3000 ⁰⁰

TOTAL \$ 13,182⁸⁰

Signature _____

North Kinsey

START - 10 - 60 DAY

SPECIFICATIONS AND PROPOSAL

MONROE COUNTY BRIDGES

Office Copy

John T. Stapleton
County Engineer

INFORMATION FOR BIDDERS

1. Sealed proposals for the following described work will be received by the County Commissioners of Monroe County, Indiana at their office in the Court House until _____ o'clock _____, of _____ 19 _____, at which place and hour they will be publicly opened and read.
2. BIDS: A unit price shall be submitted for each item as set out in the proposal. Each bid must be accompanied with a Certified Check or Bid Bond for 10% of the total amount.
3. RIGHT TO REJECT BIDS: The Board expressly reserves the right to reject any and/or all bids.
4. SIGNATURES AND AFFIDAVIT: Each bid must be signed in ink by the person or authorized officer or member of the firm or corporation making the bid.
5. FILING BIDS: All bids shall be filed with the County Commissioners on or before the day and hour mentioned above, and stated in the advertisement. No proposal presented after this time will be accepted.
6. ESTIMATED QUANTITIES: Wherever quantities are listed, given or shown, they are the quantities estimated to be required to complete the work shown on the drawings and/or required by the specifications. Although these quantities are intended to be correct, they are not guaranteed to be so. Before using said list of quantities the contractor shall determine to his own satisfaction that they are correct and he shall not be entitled to any claim of loss because of his failure to do so. Changes in quantities due to any changes in the plans and specifications ordered by the Owner or to correction of errors in said drawings and specifications will be covered by change orders to this contract.
7. BONDS: The successful bidder, at the time of signing the contract, will be required to furnish a performance bond for 100% of the bid amount.
8. EXAMINATION OF LOCATION AND PLANS: Plans are available at the office of the County Engineer, and bidders are expected to examine them before submitting their bids. Bidders must satisfy themselves by personal examination of the location of the proposed work, and by such other means as they may choose, as to the accuracy of the estimates of the work to be done, and shall not at any time after the opening of the bids dispute or complain of the statement or estimate of the Engineer, nor assert that there was any misunderstanding as to the nature or amount of the work to be done.

9. COMMENCING WORK: The work, under these specifications shall be commenced within _____ days from the date of award of contract and shall be completed and ready for final inspection within _____ days after award of the contract.

10. COMPLAINT WITH PROVISIONS: All bids failing to comply with the provisions set forth herein may be rejected by the Owner.

SPECIFICATIONS

for

NORTH KINSER BRIDGE

MONROE COUNTY, INDIANA

1. Indiana State Highway Department specifications are made a part hereof by reference hereto and shall take precedence over all others in so far as they pertain to materials and methods of construction; however, they shall not pertain to this job in so far as payment is concerned.
2. Bridge Decks to be furnished by Contractor shall be constructed of prestressed beams as shown by the drawings designed to support H 20 S 1644 AASHO LOADING in accordance with Recommendations for Prestressed Concrete by the ACI-ASCE Joint Committee #323.
3. FOUNDATIONS of abutments shall be constructed at elevations shown on plans. Concrete classes called for are 1963 Indiana State Highway Specifications, Section E5.
4. GUARD RAIL shall be 10 gauge beam type and shall come with a shop coat of red lead paint, and shall be furnished and erected by Contractor.
5. County to provide a wearing surface on new structure and perform any other roadway work required.
6. ~~Removal~~ Removal of old structure to be done by Contractor. Plans indicate method and place of disposal.
7. Bituminous expansion joint shall be constructed at places as shown on the plans. No direct payment will be made for this item, but the cost thereof shall be included in the price of the prestressed concrete deck.
8. Payment for all excavating will not be made as such, but will be included in the payment for concrete.
9. Payment for piling, when required, will be based on actual footage using the unit price bid.
10. Permission to use explosives may be given, but must be approved by county engineer in writing.

NON-COLLUSION AFFIDAVIT

The Bidder, by its officers and _____
Agents, representatives present at the time of filing
this bid, being duly sworn, on their oaths say that
neither they nor any of them have in any way, directly
or indirectly, entered into any agreement or agreements
with any other bidder, or with any public official.
Whereby, such affiant or affiants or either of them, has
paid or is to pay to such bidder or public official any
sum of money, or has given or is to give to such other
bidder or public official anything of value whatever,
or such affiant or affiants or either of them has not
directly or indirectly entered into any agreement or
arrangement with any other bidder or bidders, which
tends to or does lessen or destroy free competition in
the letting of the Contract sought for the attached bids;
that no inducement of any form or character other than
that which appears upon the face of the bid will be sug-
gested, offered, paid or delivered to any person whomso-
ever to influence the acceptance of said bid or awarding
of the Contract; nor has this bidder any agreement or
understanding of any kind whatsoever, with any person
whomsoever to pay deliver to, or share with any other
person in any way or manner, any of the proceeds of the
contract sought by this bid.

Suscribed and sworn to before me by _____
this _____ day of _____, 19 _____.

My commission expires:

PROPOSAL FORM

Pursuant to notice given, the undersigned proposes to perform and guarantee all things required to be performed or guaranteed to furnish all labor, and to furnish all materials and equipment except as otherwise provided, and do all other things necessary to complete the work required for the construction of North Kinser Bridge in accordance with the plans and specifications on file in the office of the county engineer.

Each proposal shall contain a 96A Form with unit prices listed thereon as indicated below. Unit prices shall be inserted in the proper spaces provided therefor and extension shall be made by multiplying said Unit Price by the estimated quantities listed on the form to get a cost for each constructed item. The costs of the several construction items then shall be totaled to obtain a lump sum bid for the work covered. All figures must be entered in type or ink.

BASE BID

1. Prestressed concrete bridge deck in place: 1 span @ 55'-0" and 1 span @ 45'-0" including bearing pads, dowels, tie rods, grout and curbs.

2. ~~Steel beam guard rail~~

3. Class F concrete.

4. Reinforcing steel.

5. Steel H piles furnished.

6. Steel H piles driven.

7. Removal of old structure

QUANTITY	UNIT	UNIT Price	TOTAL Price
1	Lump Sum		20905.25
202	Lin. Ft.	6.00 <i>per ft</i>	1,212.00
18.9	Cu. Yds.	90.00 <i>per yd</i>	1701.00
2250	Lbs.	14.25 <i>per lb</i>	31500
680	Lin. Ft.	5.00 <i>per ft</i>	3400.00
680	Lin. Ft.	3.00 <i>per ft</i>	2040.00
1	Lump Sum		3000.00

ALTERNATE

Deduct \$ _____ if
county removes old structure.

TOTAL

32,573.25

Signature _____

Creosote Road
10 Day + ³⁰ DAYS

SPECIFICATIONS AND PROPOSAL

MONROE COUNTY BRIDGES

Office Copy

John T. Stapleton
County Engineer

INFORMATION FOR BIDDERS

1. Sealed proposals for the following described work will be received by the County Commissioners of Monroe County, Indiana at their office in the Court House until _____ o'clock _____, of _____ 19 _____, at which place and hour they will be publicly opened and read.
2. BIDS: A unit price shall be submitted for each item as set out in the proposal. Each bid must be accompanied with a Certified Check or Bid Bond for 10% of the total amount.
3. RIGHT TO REJECT BIDS: The Board expressly reserves the right to reject any and/or all bids.
4. SIGNATURES AND AFFIDAVIT: Each bid must be signed in ink by the person or authorized officer or member of the firm or corporation making the bid.
5. FILING BIDS: All bids shall be filed with the County Commissioners on or before the day and hour mentioned above, and stated in the advertisement. No proposal presented after this time will be accepted.
6. ESTIMATED QUANTITIES: Wherever quantities are listed, given or shown, they are the quantities estimated to be required to complete the work shown on the drawings and/or required by the specifications. Although these quantities are intended to be correct, they are not guaranteed to be so. Before using said list of quantities the contractor shall determine to his own satisfaction that they are correct and he shall not be entitled to any claim of loss because of his failure to do so. Changes in quantities due to any changes in the plans and specifications ordered by the Owner or to correction of errors in said drawings and specifications will be covered by change orders to this contract.
7. BONDS: The successful bidder, at the time of signing the contract, will be required to furnish a performance bond for 100% of the bid amount.
8. EXAMINATION OF LOCATION AND PLANS: Plans are available at the office of the County Engineer, and bidders are expected to examine them before submitting their bids. Bidders must satisfy themselves by personal examination of the location of the proposed work, and by such other means as they may choose, as to the accuracy of the estimates of the work to be done, and shall not at any time after the opening of the bids dispute or complain of the statement or estimate of the Engineer, nor assert that there was any misunderstanding as to the nature or amount of the work to be done.

9. COMMENCING WORK: The work, under these specifications shall be commenced within _____ days from the date of award of contract and shall be completed and ready for final inspection within _____ days after award of the contract.

10. COMPLAINEE WITH PROVISIONS: All bids failing to comply with the provisions set forth herein may be rejected by the Owner.

SPECIFICATIONS

for

CREOSOTE ROAD BRIDGE

MONROE COUNTY, INDIANA

1. Indiana State Highway Department specifications are made a part hereof by reference hereto and shall take precedence over all others in so far as they pertain to materials and methods of construction; however, they shall not pertain to this job in so far as payment is concerned.
2. Bridge Decks to be furnished by Contractor shall be constructed of prestressed beams as shown by the drawings designed to support H 20 S 1644 AASHO LOADING in accordance with Recommendations for Prestressed Concrete by the ACI-ASCE Joint Committee #323.
3. FOUNDATIONS of abutments shall be constructed at elevations shown on plans. Concrete classes called for are 1963 Indiana State Highway Specifications, Section E5.
4. GUARD RAIL shall be 10 gauge beam type and shall come with a shop coat of red lead paint, and shall be furnished and erected by Contractor.
5. County to provide a wearing surface on new structure and perform any other roadway work required.
6. Removal of old structure to be done by Contractor. Plans indicate method and place of disposal.
7. Bituminous expansion joint shall be constructed at places as shown on the plans. No direct payment will be made for this item, but the cost thereof shall be included in the price of the prestressed concrete deck.
8. Payment for all excavating will not be made as such, but will be included in the payment for concrete.
9. Payment for piling, when required, will be based on actual footage using the unit price bid.
10. Permission to use explosives may be given, but must be approved by county engineer in writing.

NON-COLLUSION AFFIDAVIT

The Bidder, by its officers and _____
Agents, representatives present at the time of filing
this bid, being duly sworn, on their oaths say that
neither they nor any of them have in any way, directly
or indirectly, entered into any agreement or agreements
with any other bidder, or with any public official.
Whereby such affiant or affiants or either of them, has
paid or is to pay to such bidder or public official any
sum of money, or has given or is to give to such other
bidder or public official anything of value whatever,
or such affiant or affiants or either of them has not
directly or indirectly entered into any agreement or
arrangement with any other bidder or bidders, which
tends to or does lessen or destroy free competition in
the letting of the Contract sought for the attached bids;
that no inducement of any form or character other than
that which appears upon the face of the bid will be sug-
gested, offered, paid or delivered to any person whomso-
ever to influence the acceptance of said bid or awarding
of the Contract; nor has this bidder any agreement or
understanding of any kind whatsoever, with any person
whomsoever to pay deliver to, or share with any other
person in any way or manner, any of the proceeds of the
contract sought by this bid.

Suscribed and sworn to before me by _____
this _____ day of _____, 19____.

My commission expires:

PROPOSAL FORM

Pursuant to notice given, the undersigned proposes to perform and guarantee all things required to be performed or guaranteed to furnish all labor, and to furnish all materials and equipment except as otherwise provided, and do all other things necessary to complete the work required for the construction of Creosote Road Bridge in accordance with the plans and specifications on file in the office of the county engineer.

Each proposal shall contain a 96A Form with unit prices listed thereon as indicated below. Unit prices shall be inserted in the proper spaces provided therefor and extension shall be made by multiplying said Unit Price by the estimated quantities listed on the form to get a cost for each constructed item. The costs of the several construction items then shall be totaled to obtain a lump sum bid for the work covered. All figures must be entered in type or ink.

	QUANTITY	UNIT	UNIT Price	TOTAL Price
1. Prestressed concrete bridge deck in place: 1 span @ 44'-0" including bearing pads, dowels, tie rods, grout and curbs.	1	Lump Sum		8808.87
2. Steel beam guard rail.	108	Lin. Ft.	6.00 per ft	648.00
3. Class F concrete.	1.6	Cu. Yds.	90.00 per yd	144.00
4. Reinforcing steel.	150	Lbs.	20.00 lb	30.00
5. Removal of old structure.	1	Lump Sum		2700.00

TOTAL

~~\$~~ 12,330.87

Signature _____

Anderson Road
10 DAY & 45 DAYS

SPECIFICATIONS AND PROPOSAL

MONROE COUNTY BRIDGES

Office Copy

John T. Stapleton
County Engineer

INFORMATION FOR BIDDERS

- 1. Sealed proposals for the following described work will be received by the County Commissioners of Monroe County, Indiana at their office in the Court House until _____ o'clock _____, of _____ 19 _____, at which place and hour they will be publicly opened and read.
2. BIDS: A unit price shall be submitted for each item as set out in the proposal. Each bid must be accompanied with a Certified Check or Bid Bond for 10% of the total amount.
3. RIGHT TO REJECT BIDS: The Board expressly reserves the right to reject any and/or all bids.
4. SIGNATURES AND AFFIDAVIT: Each bid must be signed in ink by the person or authorized officer or member of the firm or corporation making the bid.
5. FILING BIDS: All bids shall be filed with the County Commissioners on or before the day and hour mentioned above, and stated in the advertisement. No proposal presented after this time will be accepted.
6. ESTIMATED QUANTITIES: Wherever quantities are listed, given or shown, they are the quantities estimated to be required to complete the work shown on the drawings and/or required by the specifications. Although these quantities are intended to be correct, they are not guaranteed to be so. Before using said list of quantities the contractor shall determine to his own satisfaction that they are correct and he shall not be entitled to any claim of loss because of his failure to do so. Changes in quantities due to any changes in the plans and specifications ordered by the Owner or to correction of errors in said drawings and specifications will be covered by change orders to this contract.
7. BONDS: The successful bidder, at the time of signing the contract, will be required to furnish a performance bond for 100% of the bid amount.
8. EXAMINATION OF LOCATION AND PLANS: Plans are available at the office of the County Engineer, and bidders are expected to examine them before submitting their bids. Bidders must satisfy themselves by personal examination of the location of the proposed work, and by such other means as they may choose, as to the accuracy of the estimates of the work to be done, and shall not at any time after the opening of the bids dispute or complain of the statement or estimate of the Engineer, nor assert that there was any misunderstanding as to the nature or amount of the work to be done.

9. COMMENCING WORK: The work, under these specifications shall be commenced within _____ days from the date of award of contract and shall be completed and ready for final inspection within _____ days after award of the contract.

10. COMPLAINT WITH PROVISIONS: All bids failing to comply with the provisions set forth herein may be rejected by the Owner.

SPECIFICATIONS

for

ANDERSON ROAD BRIDGE

MONROE COUNTY, INDIANA

1. Indiana State Highway Department specifications are made a part hereof by reference hereto and shall take precedence over all others in so far as they pertain to materials and methods of construction; however, they shall not pertain to this job in so far as payment is concerned.
2. Bridge Decks to be furnished by Contractor shall be constructed of prestressed beams as shown by the drawings designed to support H 20 S 1644 AASHO LOADING in accordance with Recommendations for Prestressed Concrete by the ACI-ASCE Joint Committee #323.
3. FOUNDATIONS of abutments shall be constructed at elevations shown on plans. Concrete classes called for are 1963 Indiana State Highway Specifications, Section E5.
4. GUARD RAIL shall be 10 gauge beam type and shall come with a shop coat of red lead paint, and shall be furnished and erected by Contractor.
5. County to provide a wearing surface on new structure and perform any other roadway work required.
6. ~~Removal~~ of old structure to be done by Contractor. Plans indicate method and place of disposal.
7. Bituminous expansion joint shall be constructed at places as shown on the plans. No direct payment will be made for this item, but the cost thereof shall be included in the price of the prestressed concrete deck.
8. Payment for all excavating will not be made as such, but will be included in the payment for concrete.
9. Payment for piling, when required, will be based on actual footage using the unit price bid.
10. Permission to use explosives may be given, but must be approved by county engineer in writing.

NON-COLLUSION AFFIDAVIT

The Bidder, by its officers and _____ Agents, representatives present at the time of filing this bid, being duly sworn, on their oaths say that neither they nor any of them have in any way, directly or indirectly, entered into any agreement or agreements with any other bidder, or with any public official. Whereby such affiant or affiants or either of them, has paid or is to pay to such bidder or public official any sum of money, or has given or is to give to such other bidder or public official anything of value whatever, or such affiant or affiants or either of them has not directly or indirectly entered into any agreement or arrangement with any other bidder or bidders, which tends to or does lessen or destroy free competition in the letting of the Contract sought for the attached bids; that no inducement of any form or character other than that which appears upon the face of the bid will be suggested, offered, paid or delivered to any person whomsoever to influence the acceptance of said bid or awarding of the Contract; nor has this bidder any agreement or understanding of any kind whatsoever, with any person whomsoever to pay deliver to, or share with any other person in any way or manner, any of the proceeds of the contract sought by this bid.

Suscribed and sworn to before me by _____

this _____ day of _____, 19____.

My commission expires:

PROPOSAL FORM

Pursuant to notice given, the undersigned proposes to perform and guarantee all things required to be performed or guaranteed to furnish all labor, and to furnish all materials and equipment except as otherwise provided, and do all other things necessary to complete the work required for the construction of Anderson Road Bridge in accordance with the plans and specifications on file in the office of the county engineer.

Each proposal shall contain a 96A Form with unit prices listed thereon as indicated below. Unit prices shall be inserted in the proper spaces provided therefor and extension shall be made by multiplying said Unit Price by the estimated quantities listed on the form to get a cost for each constructed item. The costs of the several construction items then shall be totaled to obtain a lump sum bid for the work covered. All figures must be entered in type or ink.

	QUANTITY	UNIT	UNIT Price	TOTAL Price
1. Prestressed concrete bridge deck in place: 1 span @ 35'-0" including bearing pads, dowels, tie rods, grout and curbs.	1	Lump Sum		5540.39
2. Steel beam guard rail.	70	Lin.Ft.	6 ⁰⁰	420.00
3. Class F concrete.	69.4	Cu.Yds.	80 ⁰⁰ / ₂₇₈	5552.00
4. Reinforcing steel	7,880	Lbs.	.14 ²⁶	1103.20
5. Steel H piles furnished.	400	Lin.Ft.	5 ⁰⁰ / ₂₅	2000.00
6. Steel H piles driven.	400	Lin.Ft.	3 ⁰⁰ / ₂₅	1200.00
7. Removal of old structure.	1	Lump Sum		2000.00

TOTAL \$17,815.59

Signature _____

ANDERSON ROAD

SPECIFICATIONS AND PROPOSAL

MONROE COUNTY BRIDGES

John T. Stapleton
County Engineer

SPECIFICATIONS

for

ANDERSON ROAD BRIDGE

MONROE COUNTY, INDIANA

1. Indiana State Highway Department specifications are made a part hereof by reference hereto and shall take precedence over all others in so far as they pertain to materials and methods of construction; however, they shall not pertain to this job in so far as payment is concerned.
2. Bridge Decks to be furnished by Contractor shall be constructed of prestressed beams as shown by the drawings designed to support H 20 S 1644 AASHO LOADING in accordance with Recommendations for Prestressed Concrete by the ACI-ASCE Joint Committee #323.
3. FOUNDATIONS of abutments shall be constructed at elevations shown on plans. Concrete classes called for are 1963 Indiana State Highway Specifications, Section E5.
4. GUARD RAIL shall be 10 gauge beam type and shall come with a shop coat of red lead paint, and shall be furnished and erected by Contractor.
5. County to provide a wearing surface on new structure and perform any other roadway work required.
6. Removal of old structure to be done by Contractor. Plans indicate method and place of disposal.
7. Bituminous expansion joint shall be constructed at places as shown on the plans. No direct payment will be made for this item, but the cost thereof shall be included in the price of the prestressed concrete deck.
8. Payment for all excavating will not be made as such, but will be included in the payment for concrete.
9. Payment for piling, when required, will be based on actual footage using the unit price bid.
10. Permission to use explosives may be given, but must be approved by county engineer in writing.

NON-COLLUSION AFFIDAVIT

The Bidder, by its officers and _____
Agents, representatives present at the time of filing
this bid, being duly sworn, on their oaths say that
neither they nor any of them have in any way, directly
or indirectly, entered into any agreement or agreements
with any other bidder, or with any public official.
Whereby such affiant or affiants or either of them, has
paid or is to pay to such bidder or public official any
sum of money, or has given or is to give to such other
bidder or public official anything of value whatever,
or such affiant or affiants or either of them has not
directly or indirectly entered into any agreement or
arrangement with any other bidder or bidders, which
tends to or does lessen or destroy free competition in
the letting of the Contract sought for the attached bids;
that no inducement of any form or character other than
that which appears upon the face of the bid will be sug-
gested, offered, paid or delivered to any person whomso-
ever to influence the acceptance of said bid or awarding
of the Contract; nor has this bidder any agreement or
understanding of any kind whatsoever, with any person
whomsoever to pay deliver to, or share with any other
person in any way or manner, any of the proceeds of the
contract sought by this bid.

Suscribed and sworn to before me by _____

this _____ day of _____, 19 _____.

My commission expires:

PROPOSAL FORM

Pursuant to notice given, the undersigned proposes to perform and guarantee all things required to be performed or guaranteed to furnish all labor, and to furnish all materials and equipment except as otherwise provided, and do all other things necessary to complete the work required for the construction of Anderson Road Bridge in accordance with the plans and specifications on file in the office of the county engineer.

Each proposal shall contain a 96A Form with unit prices listed thereon as indicated below. Unit prices shall be inserted in the proper spaces provided therefor and extension shall be made by multiplying said Unit Price by the estimated quantities listed on the form to get a cost for each constructed item. The costs of the several construction items then shall be totaled to obtain a lump sum bid for the work covered. All figures must be entered in type or ink.

	QUANTITY	UNIT	UNIT Price	TOTAL Price
1. Prestressed concrete bridge deck in place: 1 span @ 35'-0" including bearing pads, dowels, tie rods, grout and curbs.	1	Lump Sum		
2. Steel beam guard rail.	70	Lin.Ft.		
3. Class F concrete.	69.4	Cu.Yds.		
4. Reinforcing steel	7,880	Lbs.		
5. Steel H piles furnished.	400	Lin.Ft.		
6. Steel H piles driven.	400	Lin.Ft.		
7. Removal of old structure.	1	Lump Sum		

TOTAL _____

Signature _____

CREOSOTE ROAD BRIDGE

SPECIFICATIONS AND PROPOSAL

MONROE COUNTY BRIDGES

John T. Stapleton
County Engineer

INFORMATION FOR BIDDERS

- 1. Sealed proposals for the following described work will be received by the County Commissioners of Monroe County, Indiana at their office in the Court House until _____ o'clock _____, of _____ 19 _____, at which place and hour they will be publicly opened and read.
2. BIDS: A unit price shall be submitted for each item as set out in the proposal. Each bid must be accompanied with a Certified Check or Bid Bond for 10% of the total amount.
3. RIGHT TO REJECT BIDS: The Board expressly reserves the right to reject any and/or all bids.
4. SIGNATURES AND AFFIDAVIT: Each bid must be signed in ink by the person or authorized officer or member of the firm or corporation making the bid.
5. FILING BIDS: All bids shall be filed with the County Commissioners on or before the day and hour mentioned above, and stated in the advertisement. No proposal presented after this time will be accepted.
6. ESTIMATED QUANTITIES: Wherever quantities are listed, given or shown, they are the quantities estimated to be required to complete the work shown on the drawings and/or required by the specifications. Although these quantities are intended to be correct, they are not guaranteed to be so. Before using said list of quantities the contractor shall determine to his own satisfaction that they are correct and he shall not be entitled to any claim of loss because of his failure to do so. Changes in quantities due to any changes in the plans and specifications ordered by the Owner or to correction of errors in said drawings and specifications will be covered by change orders to this contract.
7. BONDS: The successful bidder, at the time of signing the contract, will be required to furnish a performance bond for 100% of the bid amount.
8. EXAMINATION OF LOCATION AND PLANS: Plans are available at the office of the County Engineer, and bidders are expected to examine them before submitting their bids. Bidders must satisfy themselves by personal examination of the location of the proposed work, and by such other means as they may choose, as to the accuracy of the estimates of the work to be done, and shall not at any time after the opening of the bids dispute or complain of the statement or estimate of the Engineer, nor assert that there was any misunderstanding as to the nature or amount of the work to be done.

9. COMMENCING WORK: The work, under these specifications shall be commenced within 10 days from the date of award of contract and shall be completed and ready for final inspection within 30 days after award of the contract.

10. COMPLAINT WITH PROVISIONS: All bids failing to comply with the provisions set forth herein may be rejected by the Owner.

SPECIFICATIONS

for

CREOSOTE ROAD BRIDGE

MONROE COUNTY, INDIANA

1. Indiana State Highway Department specifications are made a part hereof by reference hereto and shall take precedence over all others in so far as they pertain to materials and methods of construction; however, they shall not pertain to this job in so far as payment is concerned.
2. Bridge Decks to be furnished by Contractor shall be constructed of prestressed beams as shown by the drawings designed to support H 20 S 1644 AASHO LOADING in accordance with Recommendations for Prestressed Concrete by the ACI-ASCE Joint Committee #323.
3. FOUNDATIONS of abutments shall be constructed at elevations shown on plans. Concrete classes called for are 1963 Indiana State Highway Specifications, Section E5.
4. GUARD RAIL shall be 10 gauge beam type and shall come with a shop coat of red lead paint, and shall be furnished and erected by Contractor.
5. County to provide a wearing surface on new structure and perform any other roadway work required.
6. Removal of old structure to be done by Contractor. Plans indicate method and place of disposal.
7. Bituminous expansion joint shall be constructed at places as shown on the plans. No direct payment will be made for this item, but the cost thereof shall be included in the price of the prestressed concrete deck.
8. Payment for all excavating will not be made as such, but will be included in the payment for concrete.
9. Payment for piling, when required, will be based on actual footage using the unit price bid.
10. Permission to use explosives may be given, but must be approved by county engineer in writing.

NON-COLLUSION AFFIDAVIT

The Bidder, by its officers and _____
Agents, representatives present at the time of filing
this bid, being duly sworn, on their oaths say that
neither they nor any of them have in any way, directly
or indirectly, entered into any agreement or agreements
with any other bidder, or with any public official.
Whereby such affiant or affiants or either of them, has
paid or is to pay to such bidder or public official any
sum of money, or has given or is to give to such other
bidder or public official anything of value whatever,
or such affiant or affiants or either of them has not
directly or indirectly entered into any agreement or
arrangement with any other bidder or bidders, which
tends to or does lessen or destroy free competition in
the letting of the Contract sought for the attached bids;
that no inducement of any form or character other than
that which appears upon the face of the bid will be sug-
gested, offered, paid or delivered to any person whomso-
ever to influence the acceptance of said bid or awarding
of the Contract; nor has this bidder any agreement or
understanding of any kind whatsoever, with any person
whomsoever to pay deliver to, or share with any other
person in any way or manner, any of the proceeds of the
contract sought by this bid.

Suscribed and sworn to before me by _____
this _____ day of _____, 19 _____.

My commission expires:

PROPOSAL FORM

Pursuant to notice given, the undersigned proposes to perform and guarantee all things required to be performed or guaranteed to furnish all labor, and to furnish all materials and equipment except as otherwise provided, and do all other things necessary to complete the work required for the construction of Creosote Road Bridge in accordance with the plans and specifications on file in the office of the county engineer.

Each proposal shall contain a 96A Form with unit prices listed thereon as indicated below. Unit prices shall be inserted in the proper spaces provided therefor and extension shall be made by multiplying said Unit Price by the estimated quantities listed on the form to get a cost for each constructed item. The costs of the several construction items then shall be totaled to obtain a lump sum bid for the work covered. All figures must be entered in type or ink.

	QUANTITY	UNIT	UNIT Price	TOTAL Price
1. Prestressed concrete bridge deck in place: 1 span @ 44'-0" including bearing pads, dowels, tie rods, grout and curbs.	1	Lump Sum		
2. Steel beam guard rail.	108	Lin.Ft.		
3. Class F concrete.	1.6	Cu.Yds.		
4. Reinforcing steel.	150	Lbs.		
5. Removal of old structure.	1	Lump Sum		

TOTAL _____

Signature _____

INFORMATION FOR BIDDERS

1. Sealed proposals for the following described work will be received by the County Commissioners of Monroe County, Indiana at their office in the Court House until _____ o'clock _____, of _____ 19 _____, at which place and hour they will be publicly opened and read.
2. BIDS: A unit price shall be submitted for each item as set out in the proposal. Each bid must be accompanied with a Certified Check or Bid Bond for 10% of the total amount.
3. RIGHT TO REJECT BIDS: The Board expressly reserves the right to reject any and/or all bids.
4. SIGNATURES AND AFFIDAVIT: Each bid must be signed in ink by the person or authorized officer or member of the firm or corporation making the bid.
5. FILING BIDS: All bids shall be filed with the County Commissioners on or before the day and hour mentioned above, and stated in the advertisement. No proposal presented after this time will be accepted.
6. ESTIMATED QUANTITIES: Wherever quantities are listed, given or shown, they are the quantities estimated to be required to complete the work shown on the drawings and/or required by the specifications. Although these quantities are intended to be correct, they are not guaranteed to be so. Before using said list of quantities the contractor shall determine to his own satisfaction that they are correct and he shall not be entitled to any claim of loss because of his failure to do so. Changes in quantities due to any changes in the plans and specifications ordered by the Owner or to correction of errors in said drawings and specifications will be covered by change orders to this contract.
7. BONDS: The successful bidder, at the time of signing the contract, will be required to furnish a performance bond for 100% of the bid amount.
8. EXAMINATION OF LOCATION AND PLANS: Plans are available at the office of the County Engineer, and bidders are expected to examine them before submitting their bids. Bidders must satisfy themselves by personal examination of the location of the proposed work, and by such other means as they may choose, as to the accuracy of the estimates of the work to be done, and shall not at any time after the opening of the bids dispute or complain of the statement or estimate of the Engineer, nor assert that there was any misunderstanding as to the nature or amount of the work to be done.

9. COMMENCING WORK: The work, under these specifications shall be commenced within 10 days from the date of award of contract and shall be completed and ready for final inspection within 45 days after award of the contract.

10. COMPLAINT WITH PROVISIONS: All bids failing to comply with the provisions set forth herein may be rejected by the Owner.

RETURN IN FIVE DAYS TO

PITTSBURGH TESTING LABORATORY

3821 E. NEW YORK STREET

INDIANAPOLIS, INDIANA 46201



John Kaiser
64027

Mr. John Stapleton
Monroe County Engineer
Bloomington, Indiana

25.00



10009

MM

405/5
2/2



4

For County Records



PITTSBURGH TESTING LABORATORY

FORM 9002-A-IND

ESTABLISHED 1881

3821 E. NEW YORK STREET., INDIANAPOLIS, IND. 46201

AS A MUTUAL PROTECTION TO CLIENTS, THE PUBLIC AND OURSELVES, ALL REPORTS ARE SUBMITTED AS THE CONFIDENTIAL PROPERTY OF CLIENTS, AND AUTHORIZATION FOR PUBLICATION OF STATEMENTS, CONCLUSIONS OR EXTRACTS FROM OR REGARDING OUR REPORTS IS RESERVED PENDING OUR WRITTEN APPROVAL.

Order No. **IND-6973**Report No. **3**

Client's No. _____

CONCRETE TEST REPORT

Date Moulded **8-29-64** Reported **9-26-64**
Project **Kinser Road Bridge over Bean Blossom Creek**
At **Bloomington, Indiana**
Contractor **Frank C. Alig, Inc.**
Reported to **Same, Indianapolis, Indiana**
Concrete Supplier _____
Quantity Represented _____ Cu. Yds. Specimens made by **Client** No. Submitted **1**
Location of pour (per information from job-site) **Abutment #2**

Strength requirement **Class F** psi at 28 days Mix Design No.: _____

MATERIAL PROPORTIONS USED (Quantities per cubic yard of concrete)

Cement _____ lbs. **5.0** bags Type _____ Brand _____
Fine Aggregate (SSD) _____ lbs. Source _____ Type: _____
Coarse Aggregate (SSD) _____ lbs. Size _____ Source _____ Type: _____
Coarse Aggregate (SSD) _____ lbs. Size _____ Source _____ Type: _____
Water Total _____ Gals. _____ Gals./bag; Actual Slump **5** in.
Admixture: Amount _____ Kind _____
Admixture: Amount _____ Kind _____ Entr. Air _____ %
Temperatures: Air _____ °F Concrete _____ °F Weather _____
Mixing: Central Mix ☐ Truck Mix ☐ Job Mix ☐
Above data obtained from: PTL Inspection ☐ Project Engineer ☐ Contractor ☒
Concrete Supplier ☐ Other ☐ (Designate) _____
Cyls. delivered to laboratory by: PTL ☐ Contractor ☒ Engineer ☐ Common Carrier ☐

Cylinder Size 6 x 12 Inches

COMPRESSIVE STRENGTH

Area 28.27 Sq Ins.

SPECIMEN MARKING	AGE DAYS	LABORATORY NUMBER	DATE RECEIVED	DATE TESTED	TOTAL LOAD-POUNDS	UNIT LOAD - P.S.I.	REPORT NO.
3	28	4333	9-17-64	9-26-64	135,000	4775	3

_____ Day tests previously reported

Remarks: _____

2cc: Client
2cc: Mr. John Stapleton

Respectfully submitted,
PITTSBURGH TESTING LABORATORY

George P. Nolan
George P. Nolan

District Manager



PITTSBURGH TESTING LABORATORY

FORM 9002-A-IND

ESTABLISHED 1881

3821 E. NEW YORK STREET., INDIANAPOLIS, IND. 46201

AS A MUTUAL PROTECTION TO CLIENTS, THE PUBLIC AND OURSELVES, ALL REPORTS ARE SUBMITTED AS THE CONFIDENTIAL PROPERTY OF CLIENTS, AND AUTHORIZATION FOR PUBLICATION OF STATEMENTS, CONCLUSIONS OR EXTRACTS FROM OR REGARDING OUR REPORTS IS RESERVED PENDING OUR WRITTEN APPROVAL.

Order No. **IND-6973**Report No. **3**

Client's No. _____

CONCRETE TEST REPORT

Date Moulded **8-29-64** Reported **9-26-64**
Project **Kinser Road Bridge over Bean Blossom Creek**
At **Bloomington, Indiana**
Contractor **Frank C. Alig, Inc.**
Reported to **Same, Indianapolis, Indiana**
Concrete Supplier _____
Quantity Represented _____ Cu. Yds. Specimens made by **Client** No. Submitted **1**
Location of pour (per information from job-site) **Abutment #2**
Strength requirement **Class F** psi at 28 days Mix Design No.: _____

MATERIAL PROPORTIONS USED (Quantities per cubic yard of concrete)

Cement _____ lbs. **5.0** bags Type _____ Brand _____
Fine Aggregate (SSD) _____ lbs. Source _____ Type: _____
Coarse Aggregate (SSD) _____ lbs. Size _____ Source _____ Type: _____
Coarse Aggregate (SSD) _____ lbs. Size _____ Source _____ Type: _____
Water Total _____ Gals. _____ Gals./bag; Actual Slump **5** In.
Admixture: Amount _____ Kind _____
Admixture: Amount _____ Kind _____ Entr. Air _____ %
Temperatures: Air _____ °F Concrete _____ °F Weather: _____
Mixing: Central Mix ☐ Truck Mix ☐ Job Mix ☐
Above data obtained from: PTL Inspection ☐ Project Engineer ☐ Contractor ☒
Concrete Supplier ☐ Other ☐ (Designate) _____
Cyls. delivered to laboratory by: PTL ☐ Contractor ☒ Engineer ☐ Common Carrier ☐

Cylinder Size 6 x 12 Inches

COMPRESSIVE STRENGTH

Area 28.27 Sq. Ins.

SPECIMEN MARKING	AGE DAYS	LABORATORY NUMBER	DATE RECEIVED	DATE TESTED	TOTAL LOAD-POUNDS	UNIT LOAD - P.S.I.	REPORT NO.
3	28	4333	9-17-64	9-26-64	135,000	4775	3

Remarks: _____ Day tests previously reported

2cc: Client
2cc: Mr. John Stapleton

Respectfully submitted,
PITTSBURGH TESTING LABORATORY

George P. Nolan
George P. Nolan

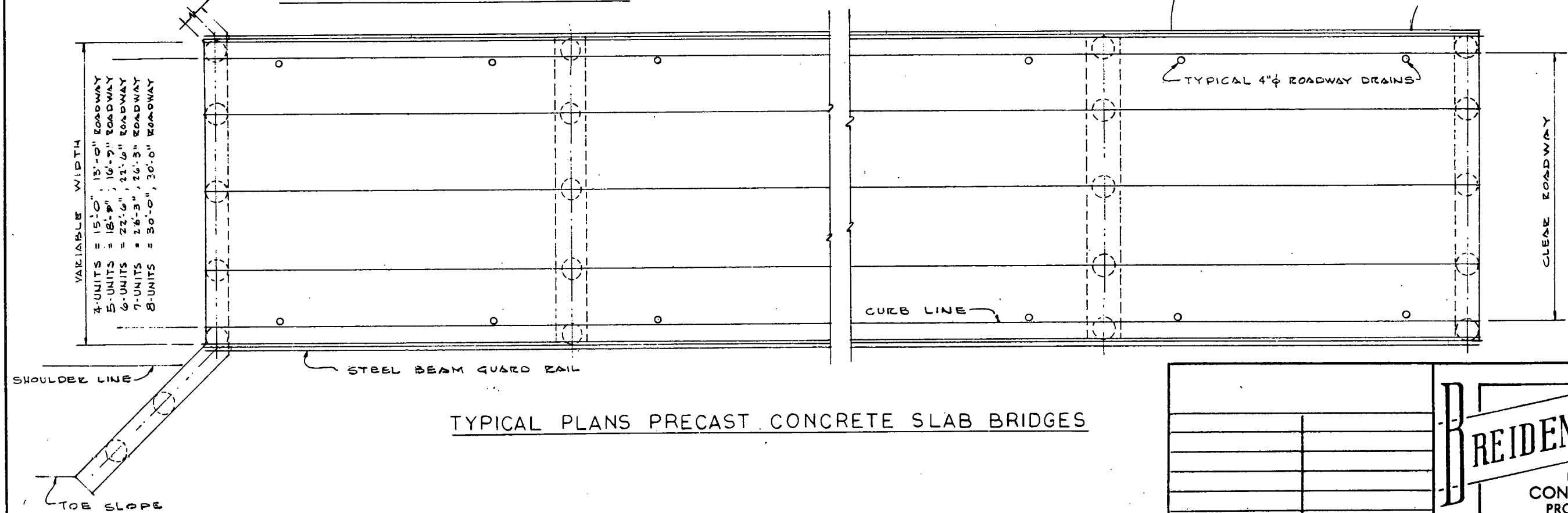
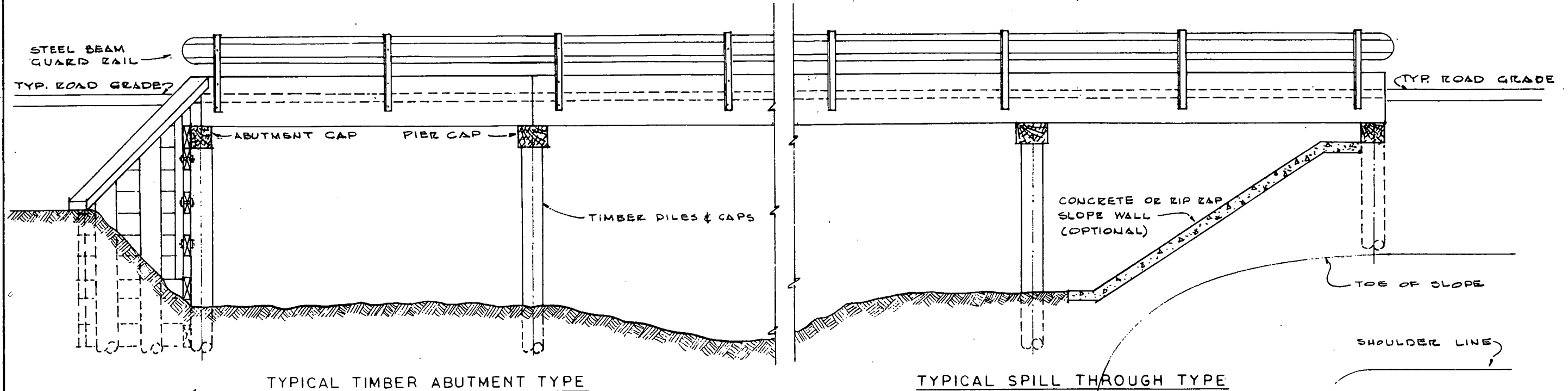
District Manager

BREIDENBAUGH'S

JASPER, INDIANA

JOHN T. STAPLETON, JR.

TYPICAL ELEVATIONS PRECAST CONCRETE SLAB BRIDGES



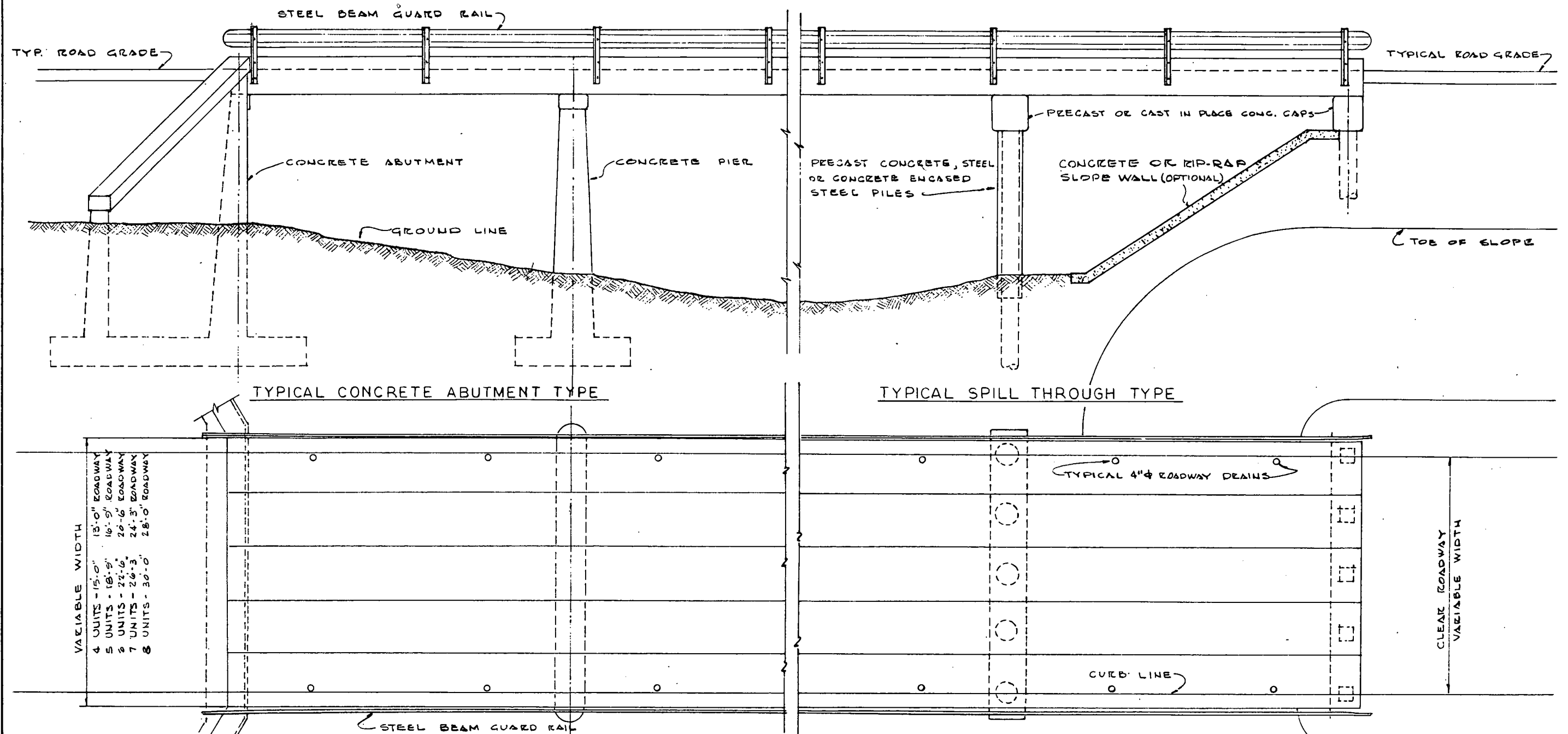
TYPICAL PLANS PRECAST CONCRETE SLAB BRIDGES

REIDENBAUGH'S

PRE-CAST
CONCRETE
PRODUCTS

BOX 390 PHONE 888
JASPER, IND.

TYPICAL ELEVATIONS PRECAST CONCRETE SLAB BRIDGES

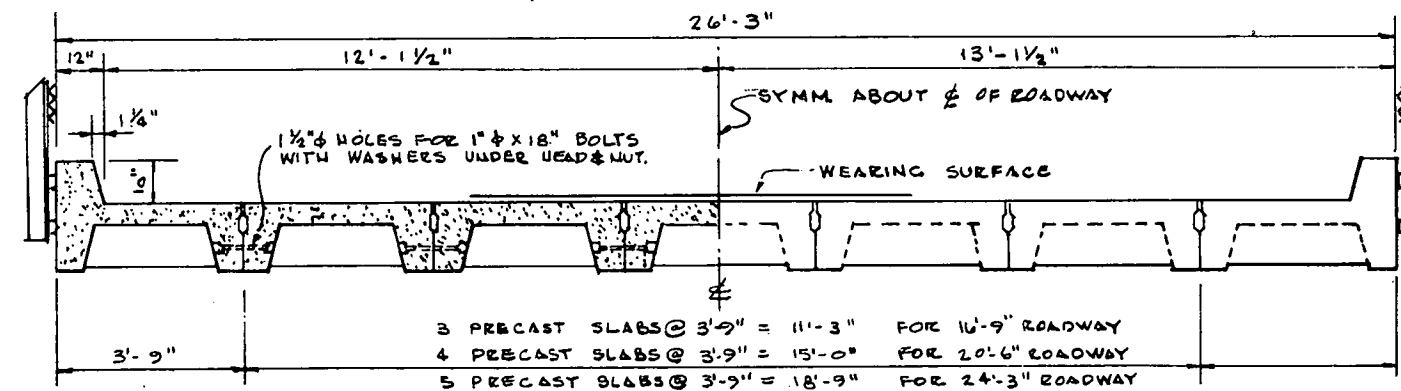


TYPICAL PLANS PRECAST CONCRETE SLAB BRIDGES

REIDENBAUGH'S

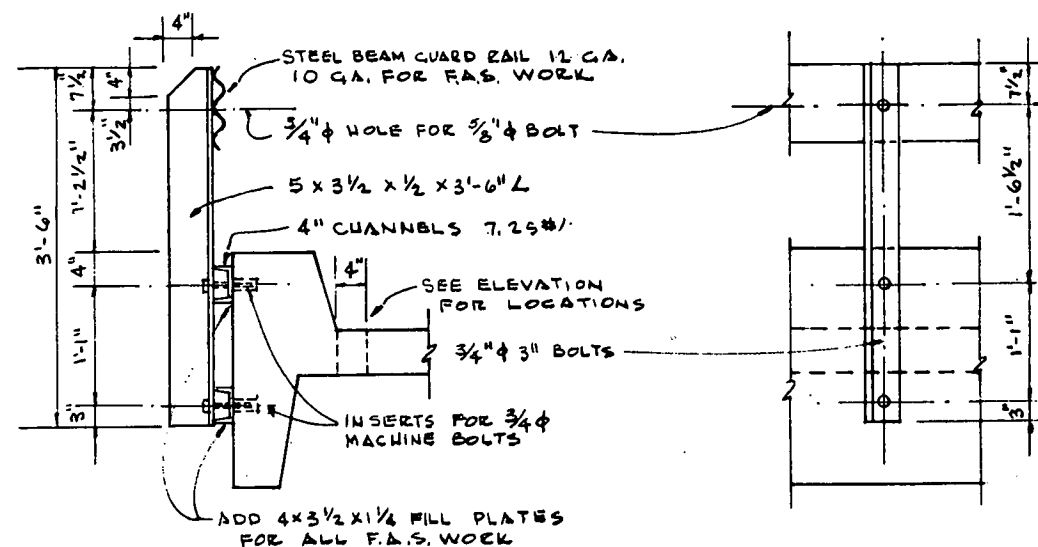
PRE-CAST
CONCRETE
PRODUCTS

BOX 390 PHONE 888
JASPER, IND.

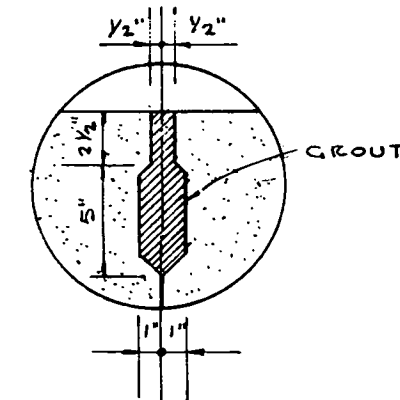


HALF SECTION

HALF ELEVATION



METAL PLATE BRIDGE RAIL



KEY DETAIL

APPROVED BY STATE HIGHWAY
DEPARTMENT OF INDIANA

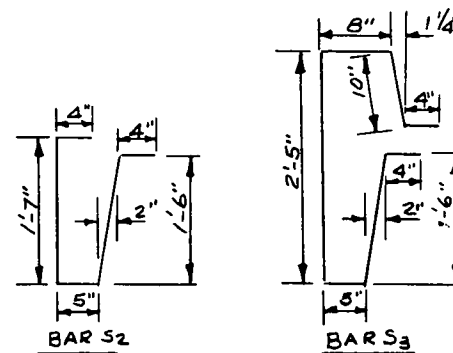
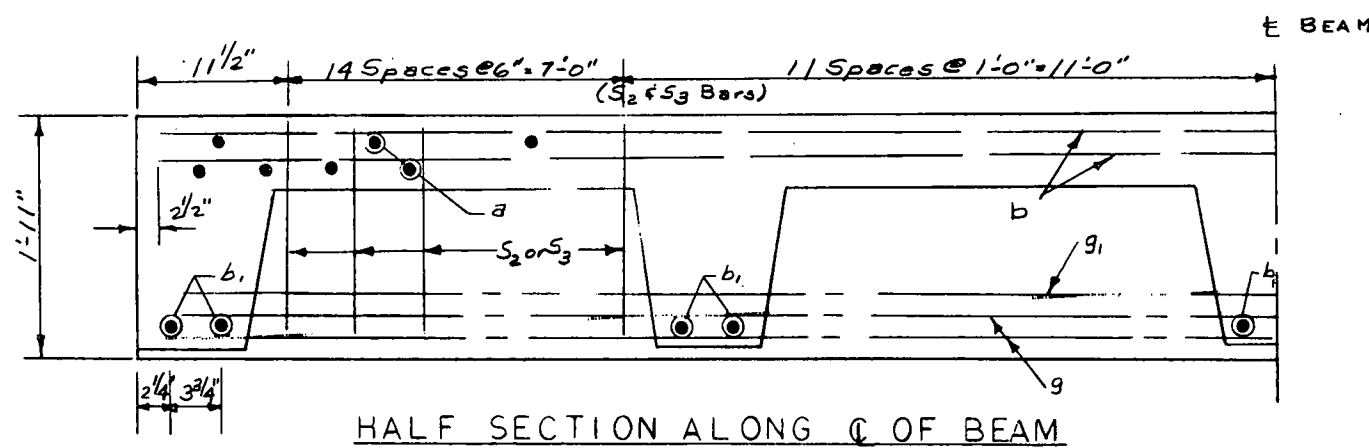
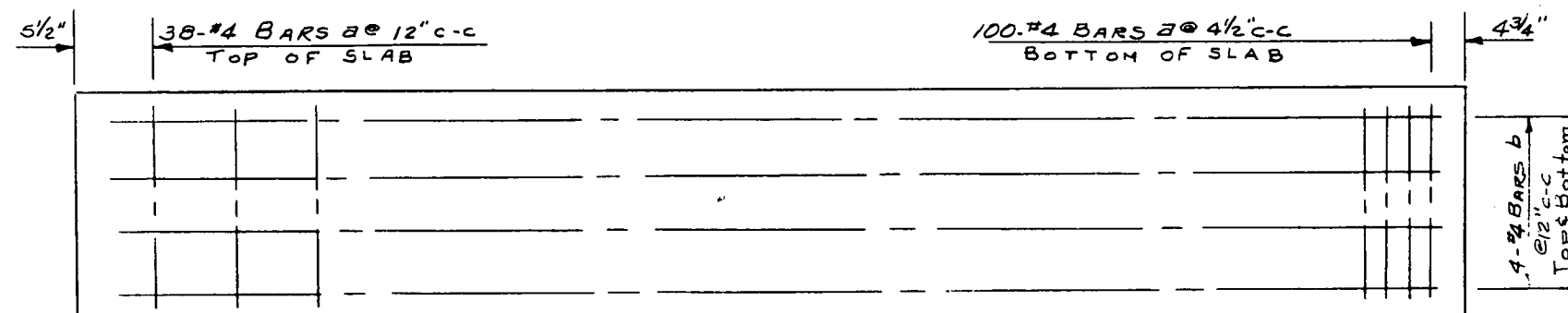
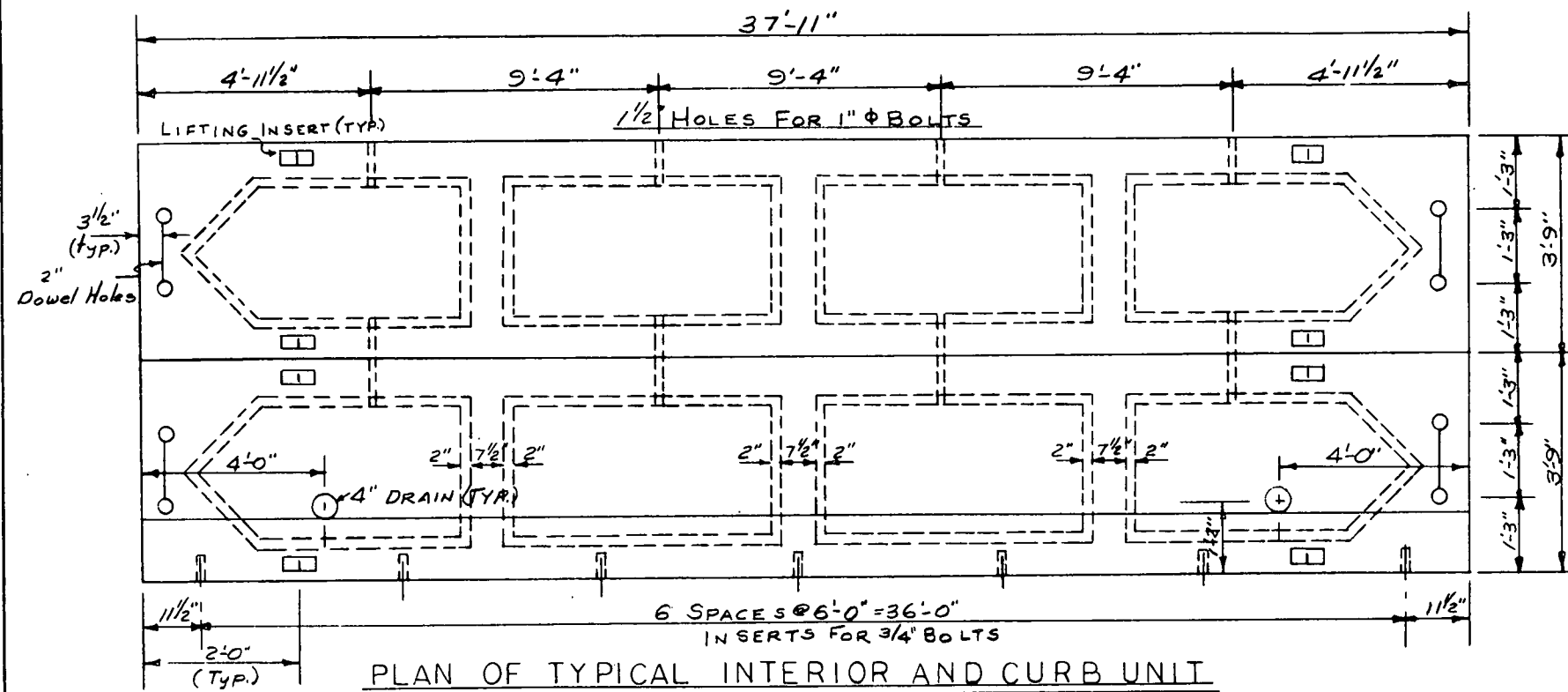
NOTE

STRESSES • $f'_c = 4500\text{PSI}$ $f_c = 1800\text{PSI}$ $f_s = 20000\text{PSI}$ $n = 8$
SPECIAL CURBS, WALKS, & GUARD RAIL ARRANGMENTS, LOADING
OTHER THAN H-20-S16-44; AND ALL OTHER SKEWS ARE
AVAILABLE UPON REQUEST.

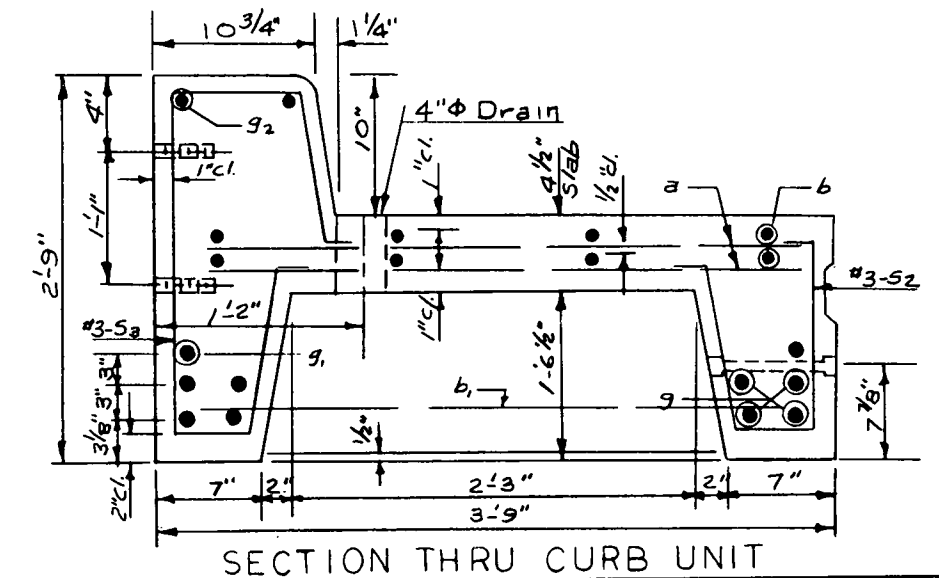
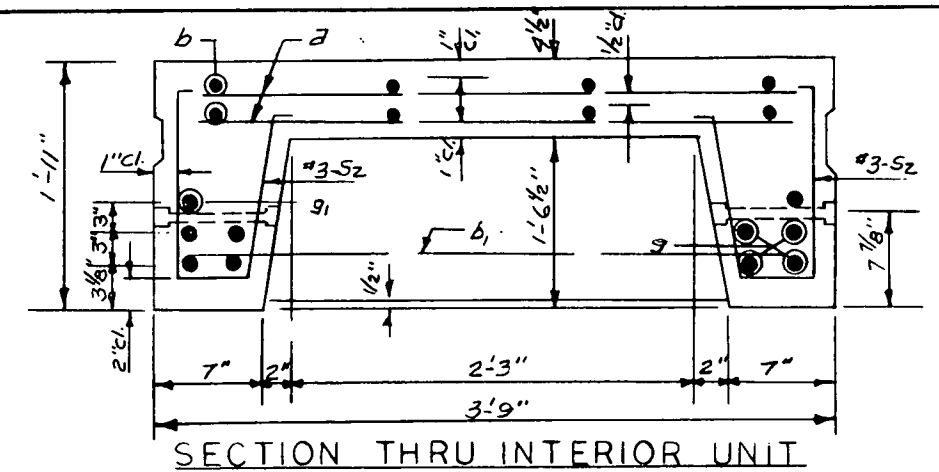
(REQUIRED ON F.A.S. WORK)

WEARING SURFACE ON ROADWAY SHALL CONSIST OF A
MINIMUM OF 2" AT CENTERLINE & 1" AT CURB OF HOT
ASPHALTIC CONCRETE SURFACE TYPE "B", UNLESS OTHERWISE SPECIFIED.

REIDENBAUGH'S
PRE-CAST
CONCRETE
PRODUCTS
BOX 390 PHONE 888
JASPER, IND.



APPROVED BY STATE HIGHWAY
DEPARTMENT OF INDIANA



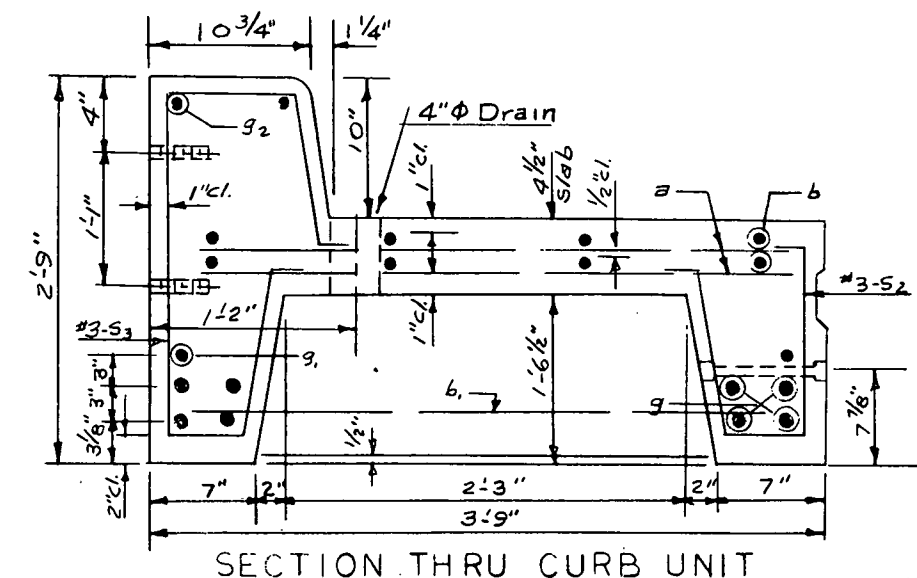
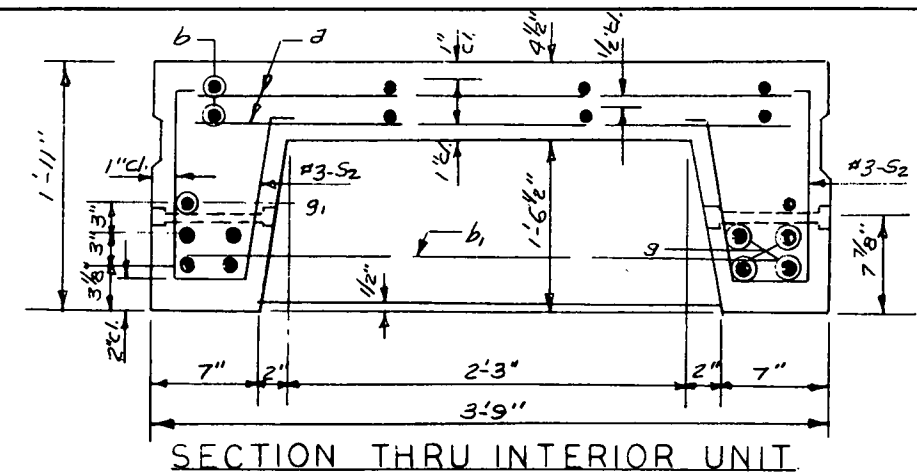
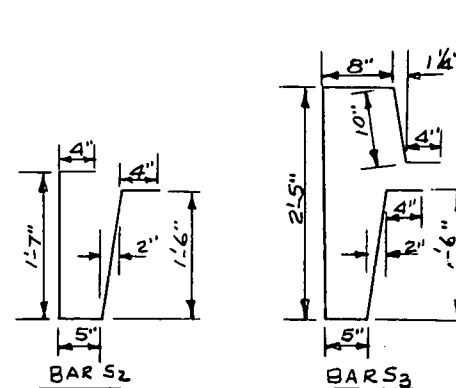
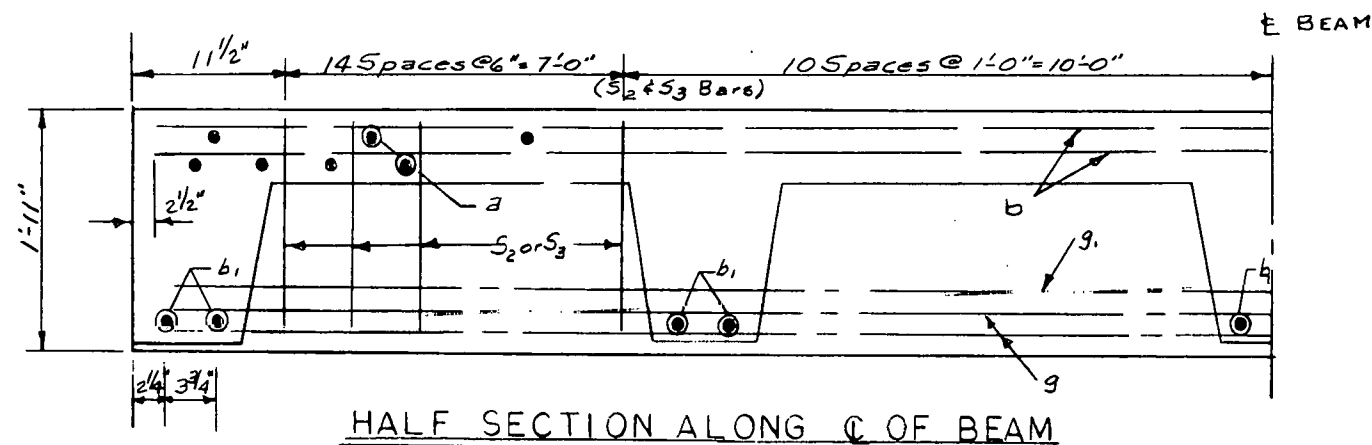
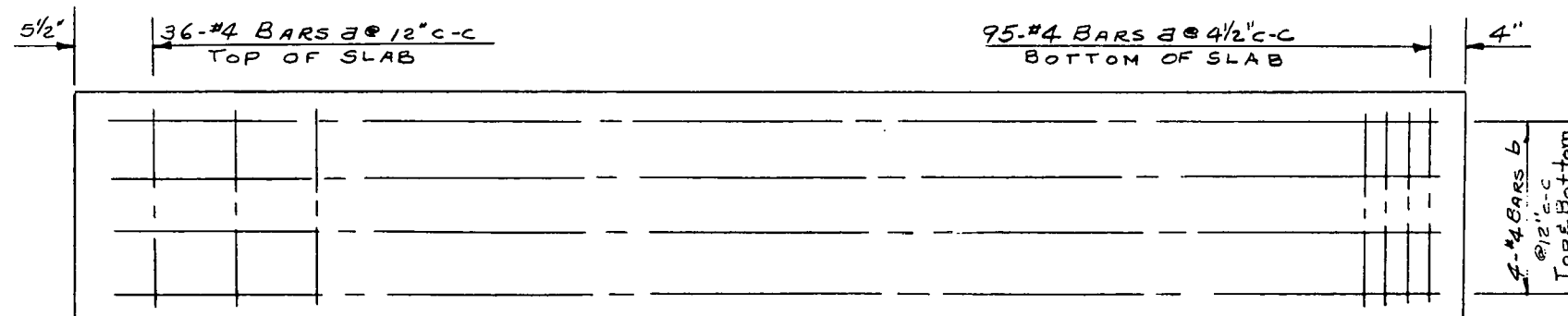
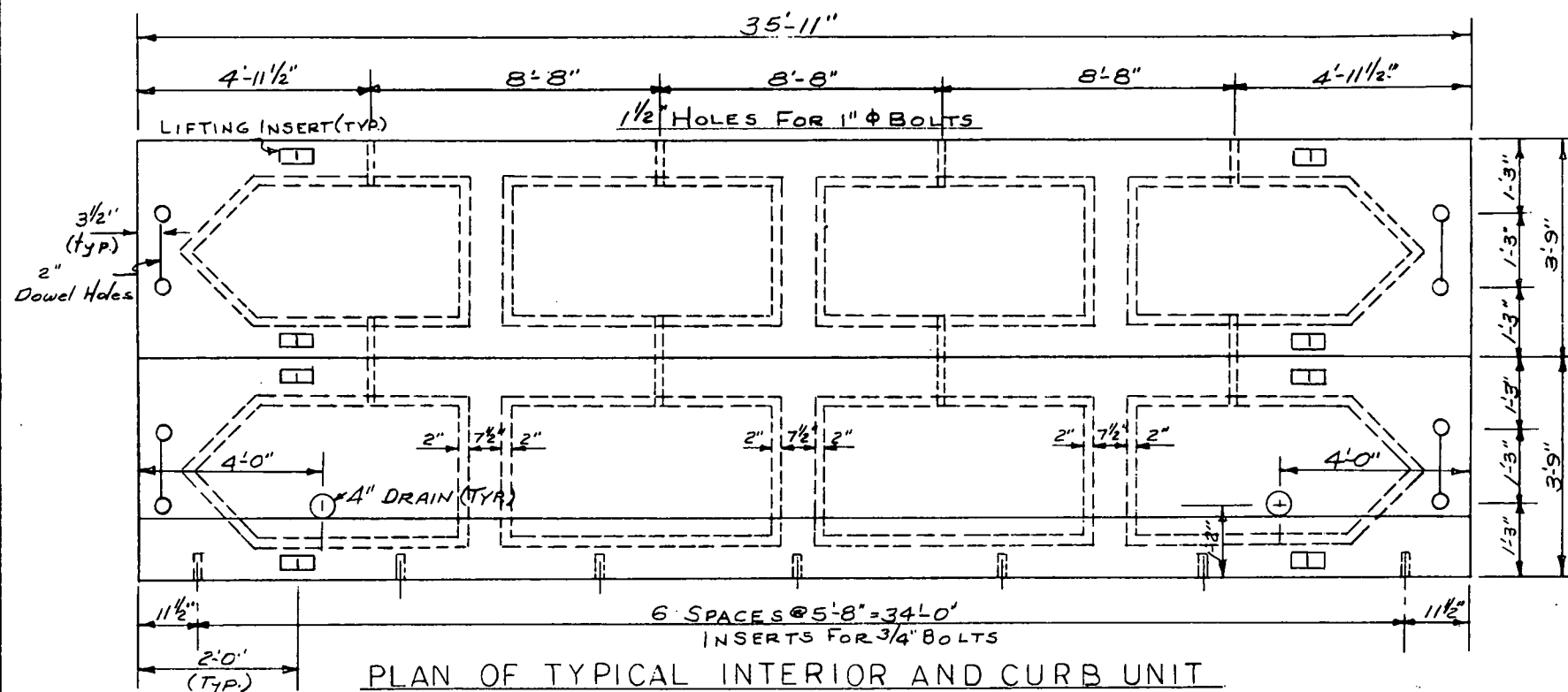
BILL OF MATERIALS							
38' SPAN		CURB UNIT			INTERIOR UNIT		
BAR	SIZE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
a	#4	138	3'3"	299	138	3'3"	299
b	#4	8	37'6"	200	8	37'6"	200
b ₁	#4	10	3'6"	23	10	3'6"	23
g	#11	8	37'6"	1590	8	37'6"	1590
g ₁	#10	2	37'6"	323	2	37'6"	323
g ₂	#4	2	37'6"	51			
s ₂	#3	51	4'2"	80	102	4'2"	160
s ₃	#3	51	6'6"	125			
CONCRETE IN CUBIC YARDS				6.6	5.5		
REINFORCING STEEL IN LBS.				2691	2595		
TOTAL WEIGHT OF UNIT IN LBS.				29,420	24,870		

	PRECAST REFINEMENT CONCRETE BRIDGE SLAB

BREIDENBAUGH'S

PRE-CAST
CONCRETE
PRODUCTS

BOX 390 PHONE 888
JASPER, IND.



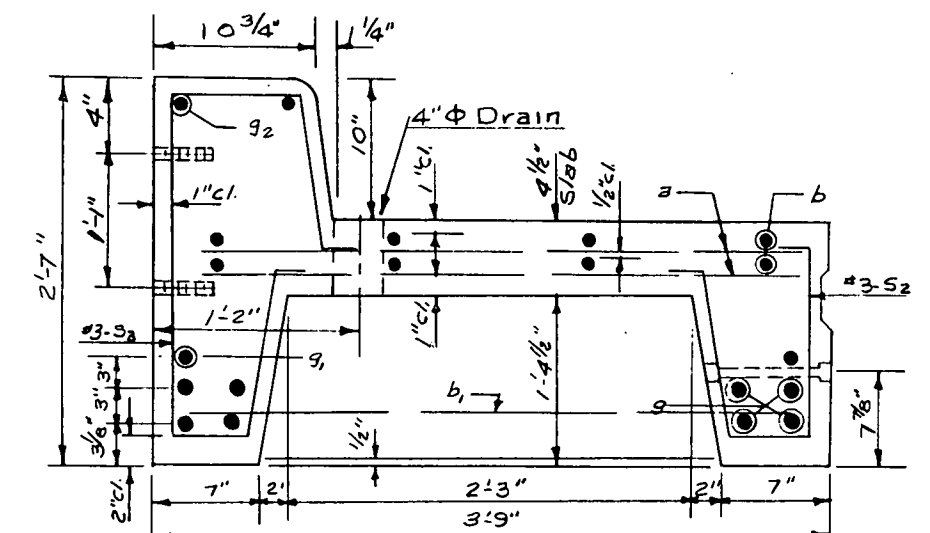
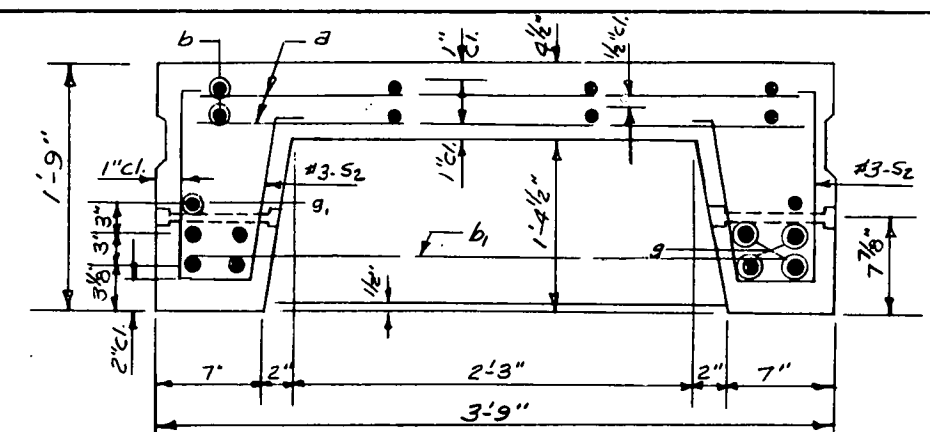
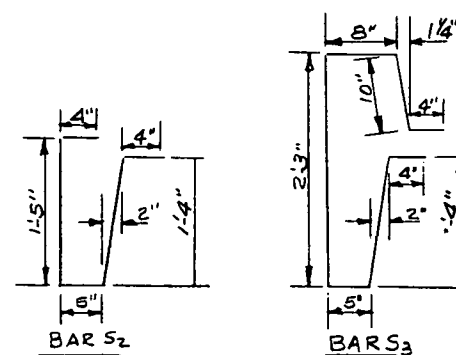
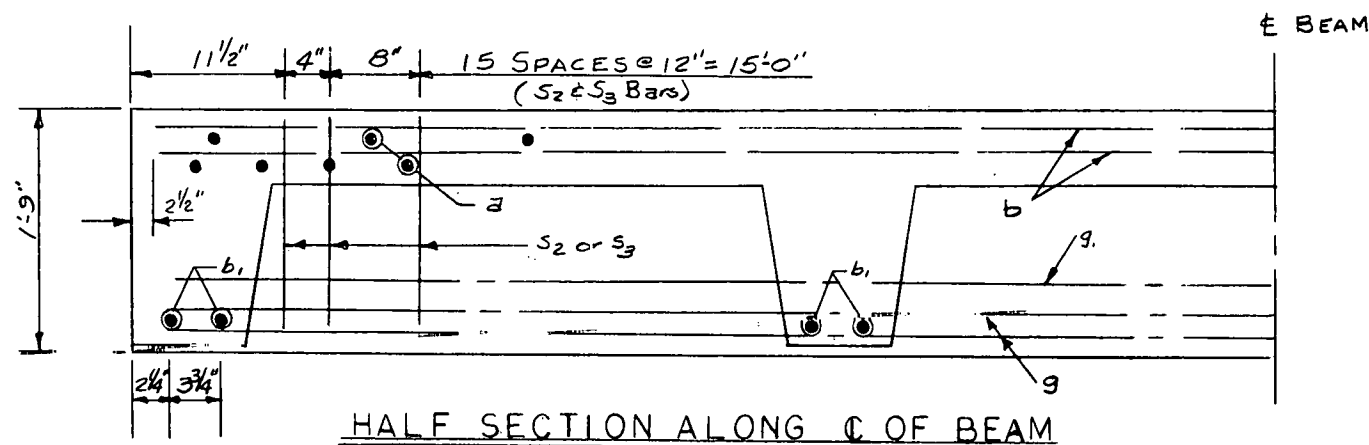
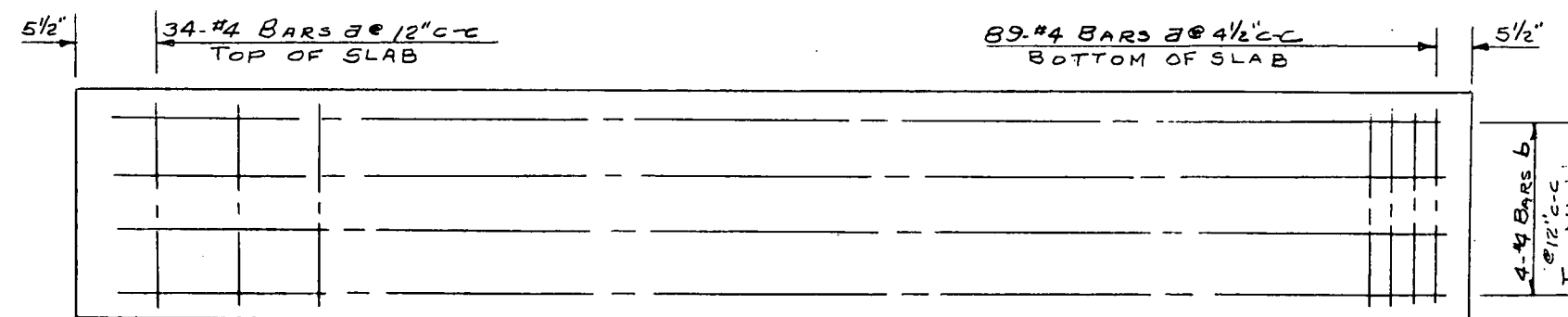
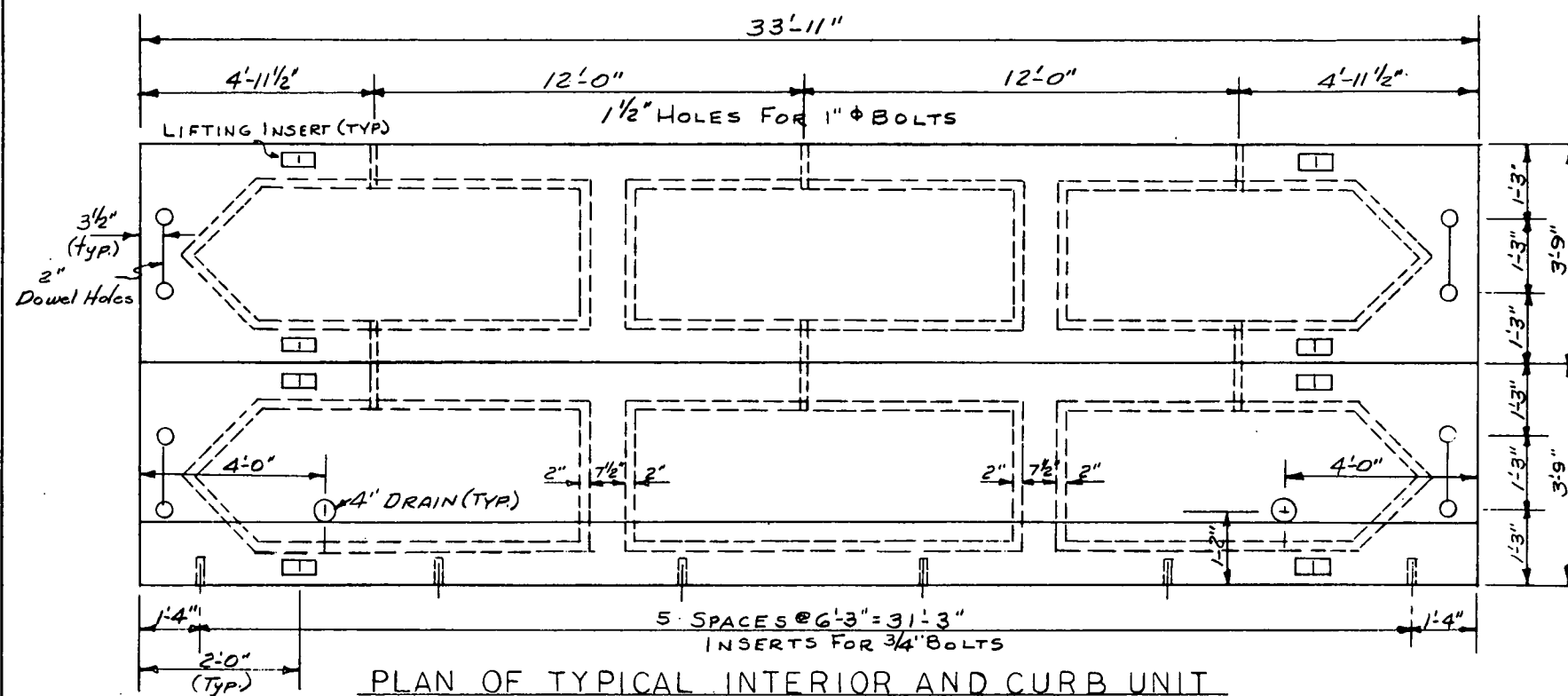
BILL OF MATERIALS							
36' SPAN		CURB UNIT			INTERIOR UNIT		
BAR	SIZE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
a	#4	131	3'-3"	284	131	3'-3"	284
b	#4	8	35'-6"	189	8	35'-6"	189
b ₁	#4	10	3'-6"	23	10	3'-6"	23
g	#11	8	35'-6"	1510	8	35'-6"	1510
g ₁	#8	2	35'-6"	190	2	35'-6"	190
g ₂	#4	2	35'-6"	48			
S ₂	#3	49	4'-2"	77	98	4'-2"	154
S ₃	#3	49	6'-6"	119			
CONCRETE IN CUBIC YARDS				6.3			5.2
REINFORCING STEEL IN LBS.				2440			2350
TOTAL WEIGHT OF UNIT IN LBS.				27,950			23,410

PRECAST
REINFORCED CONCRETE BRIDGE SLAB


REIDENBAUGH'S
PRE-CAST
CONCRETE
PRODUCTS

BOX 390 PHONE 888
JASPER, IND.

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DEPARTMENT OF INDIANA



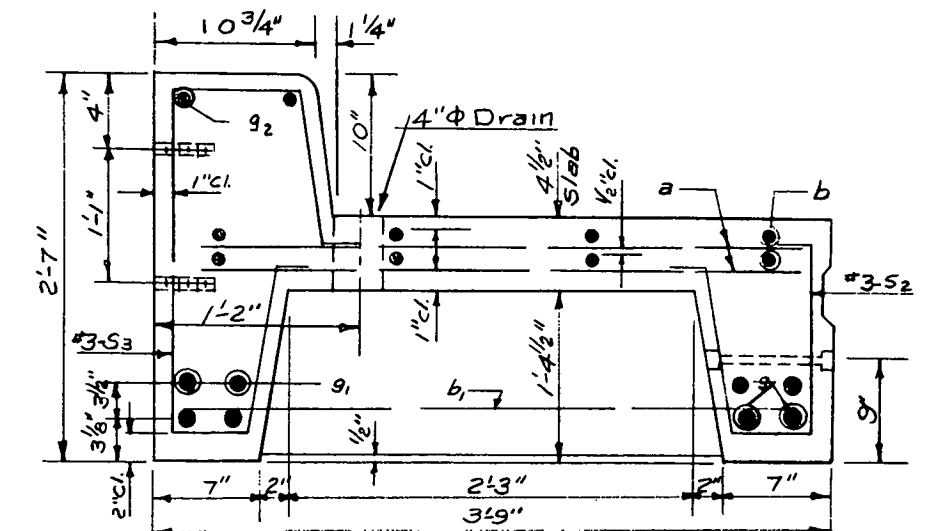
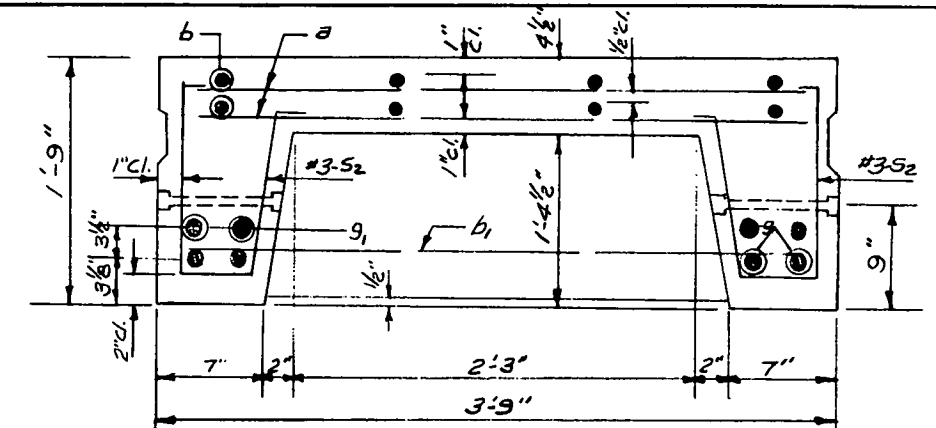
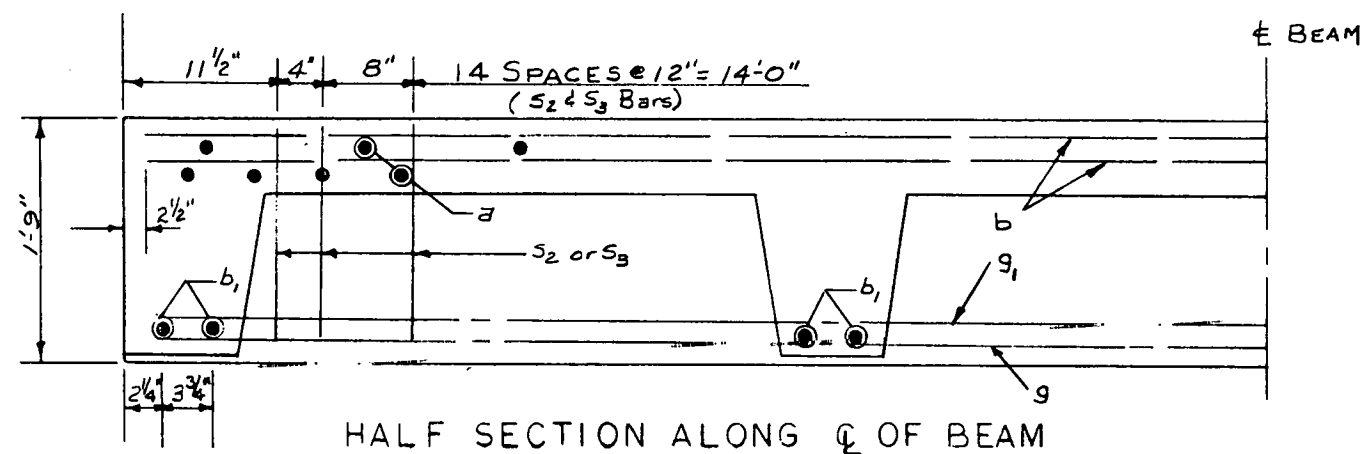
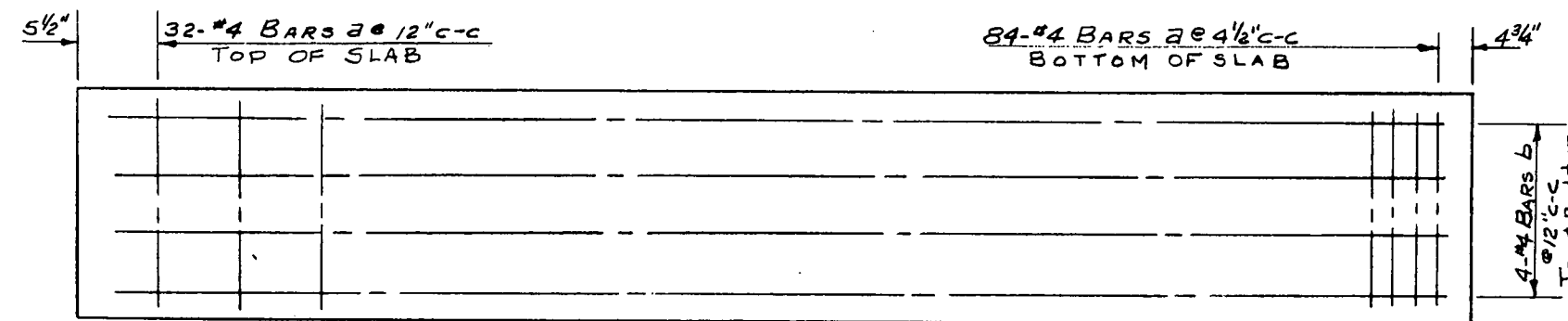
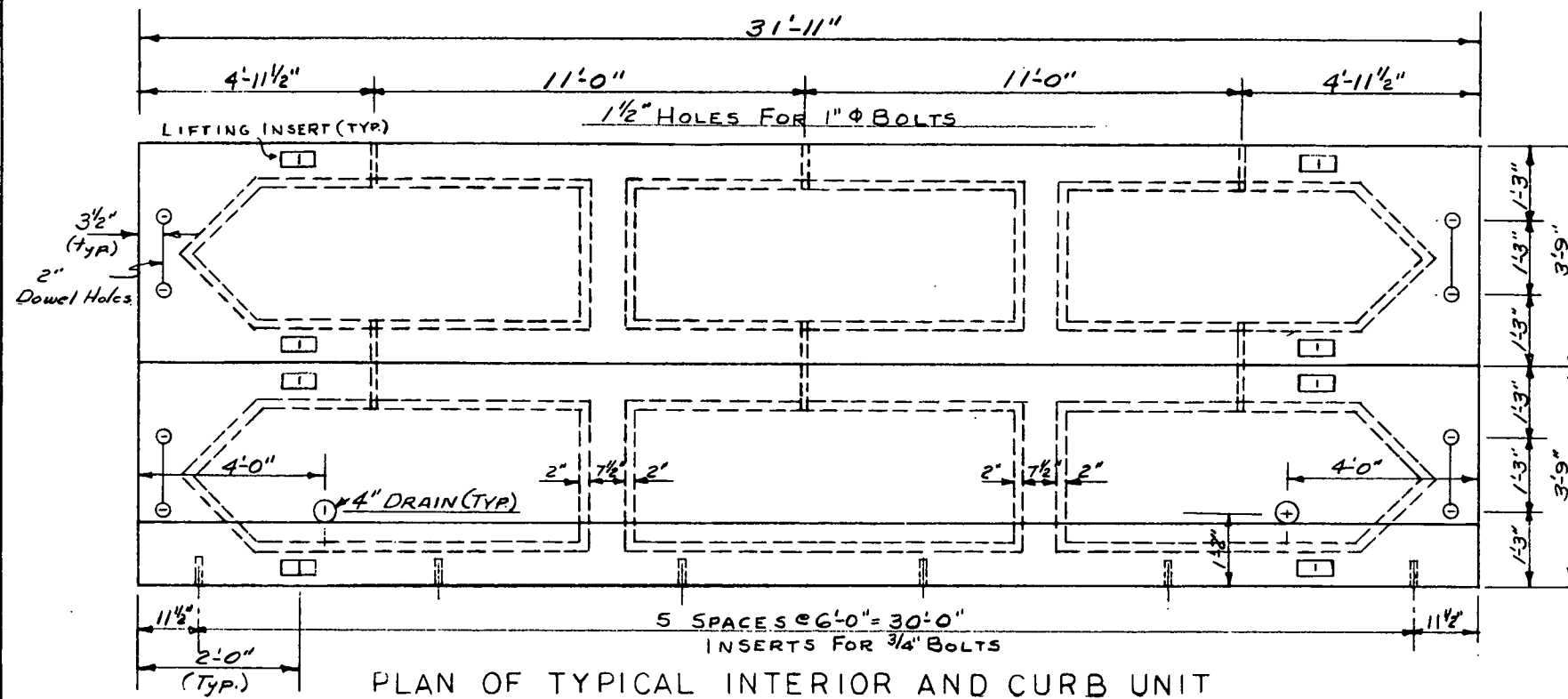
BILL OF MATERIALS							
34' SPAN		CURB UNIT			INTERIOR UNIT		
BAR	SIZE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
a	#4	123	3'-3"	267	123	3'-3"	267
b	#4	8	33'-6"	179	8	33'-6"	179
b ₁	#4	8	3'-6"	19	8	3'-6"	19
g	#11	8	33'-6"	1423	8	33'-6"	1423
g ₁	#5	2	33'-6"	70	2	33'-6"	70
g ₂	#4	2	33'-6"	45			
s ₂	#3	35	3'-10"	51	70	3'-10"	102
s ₃	#3	35	6'-2"	79			
CONCRETE IN CUBIC YARDS				5.5			4.5
REINFORCING STEEL IN LBS.				2133			2060
TOTAL WEIGHT OF UNIT IN LBS.				24,410			20,280

[illegible]

REIDENBAUGH'S

PRE-CAST
CONCRETE
PRODUCTS

BOX 390 PHONE 888
JASPER, IND.



BILL OF MATERIALS							
32' SPAN		CURB UNIT			INTERIOR UNIT		
BAR	SIZE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
a	#4	116	3'-3"	252	116	3'-3"	252
b	#4	8	31'-6"	169	8	31'-6"	169
b1	#4	8	3'-6"	19	8	3'-6"	19
g	#11	4	31'-6"	669	4	31'-6"	669
g1	#9	4	31'-6"	427	4	31'-6"	427
g2	#4	2	31'-6"	42			
S2	#3	33	3'-10"	48	66	3'-10"	95
S3	#3	33	6'-2"	77			
CONCRETE IN CUBIC YARDS				5.2			4.3
REINFORCING STEEL IN LBS.				1703			1631
TOTAL WEIGHT OF UNIT IN LBS.				22,760			19,040

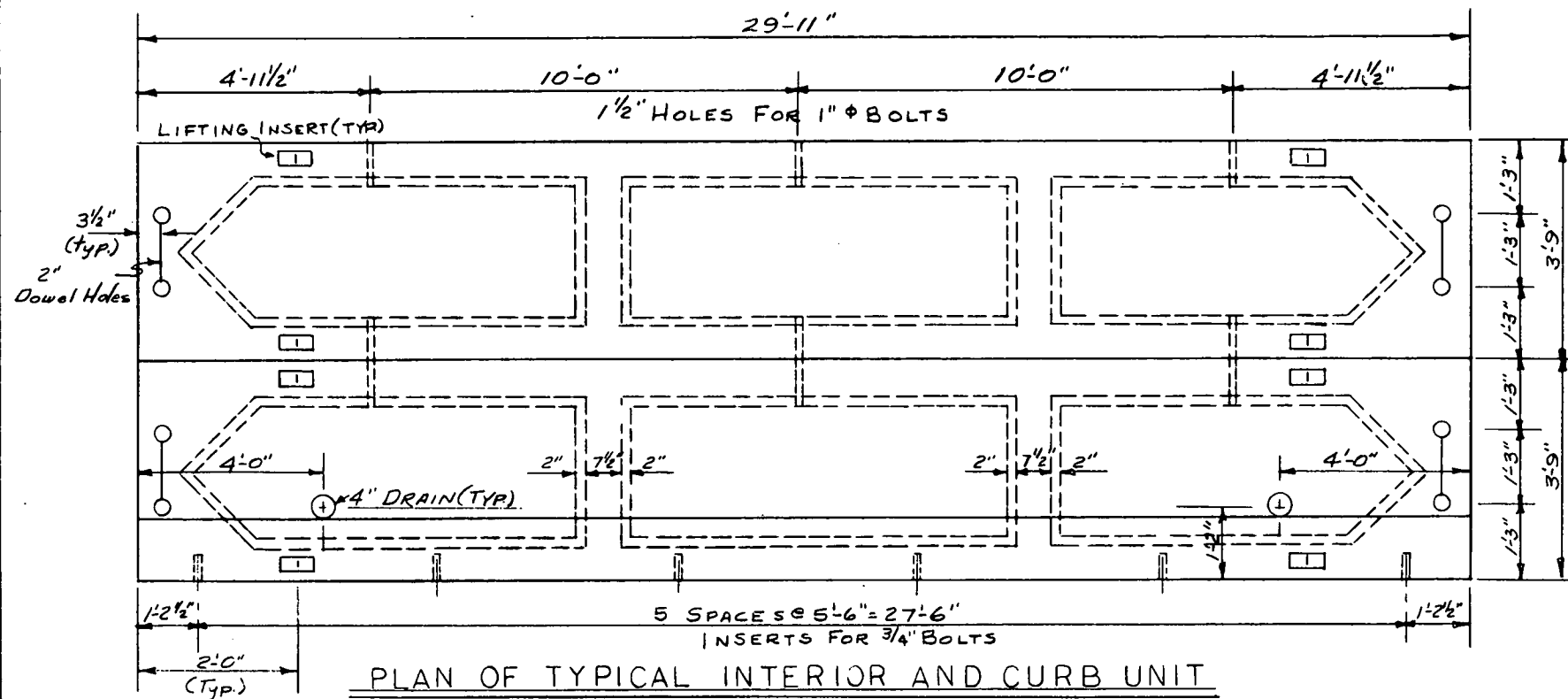
PRECAST
REINFORCED CONCRETE BRIDGE SLAB

REIDENBAUGH'S

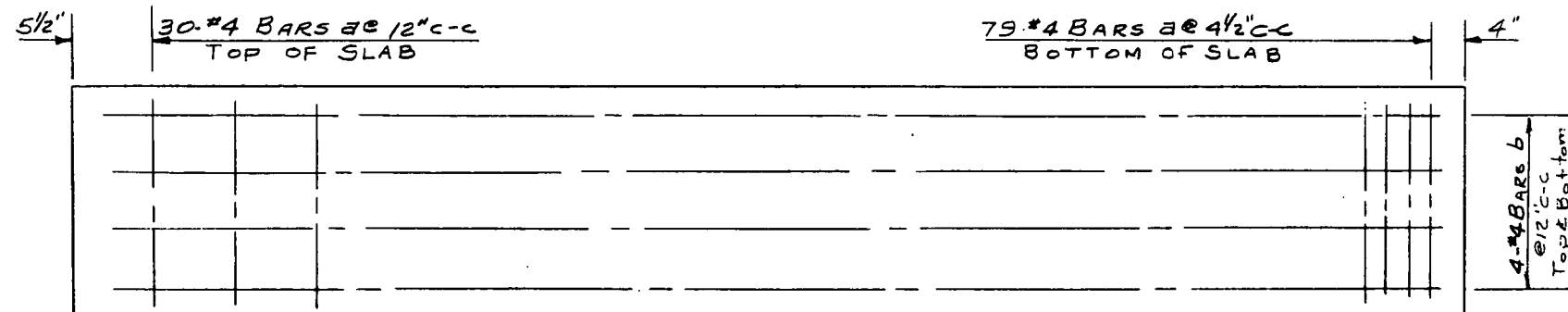
PRE-CAST
CONCRETE
PRODUCTS

BOX 390 PHONE 888
JASPER, IND.

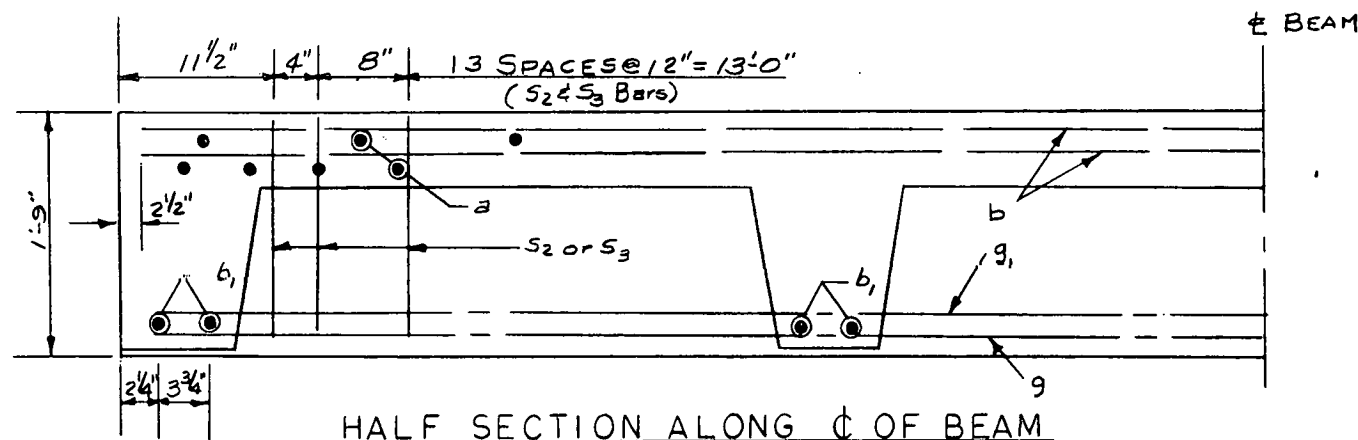
APPROVED BY STATE HIGHWAY
DEPARTMENT OF INDIANA



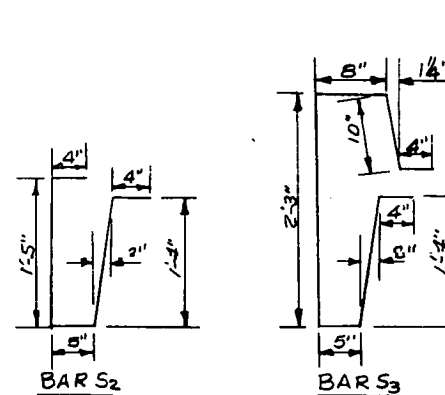
PLAN OF TYPICAL INTERIOR AND CURB UNIT



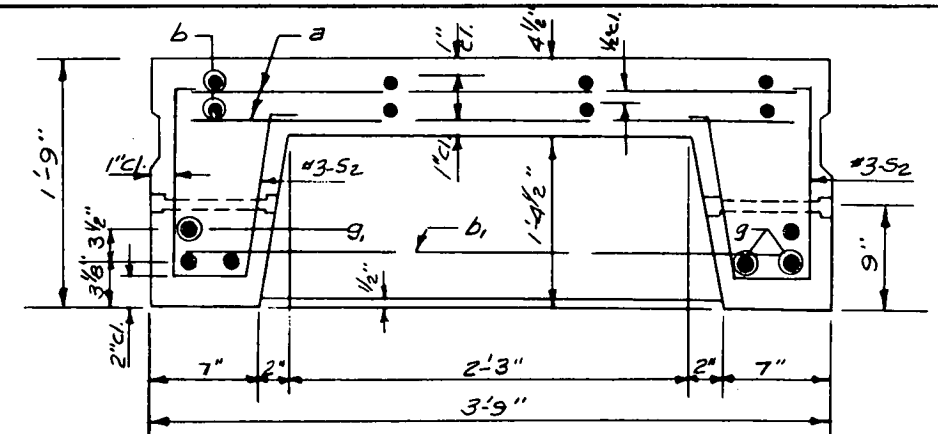
PLAN SHOWING SLAB REINFORCEMENT



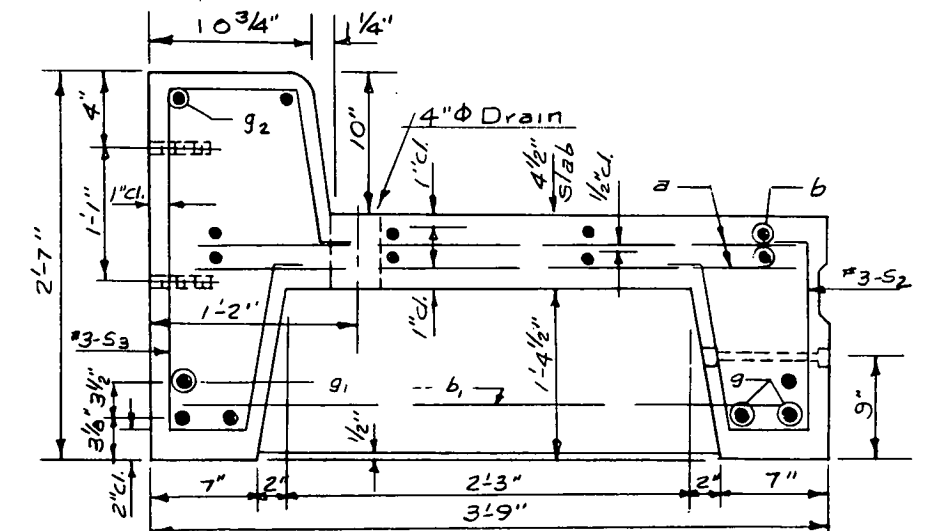
HALF SECTION ALONG C OF BEAM



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SECTION THRU INTERIOR UNIT



SECTION THRU CURB UNIT

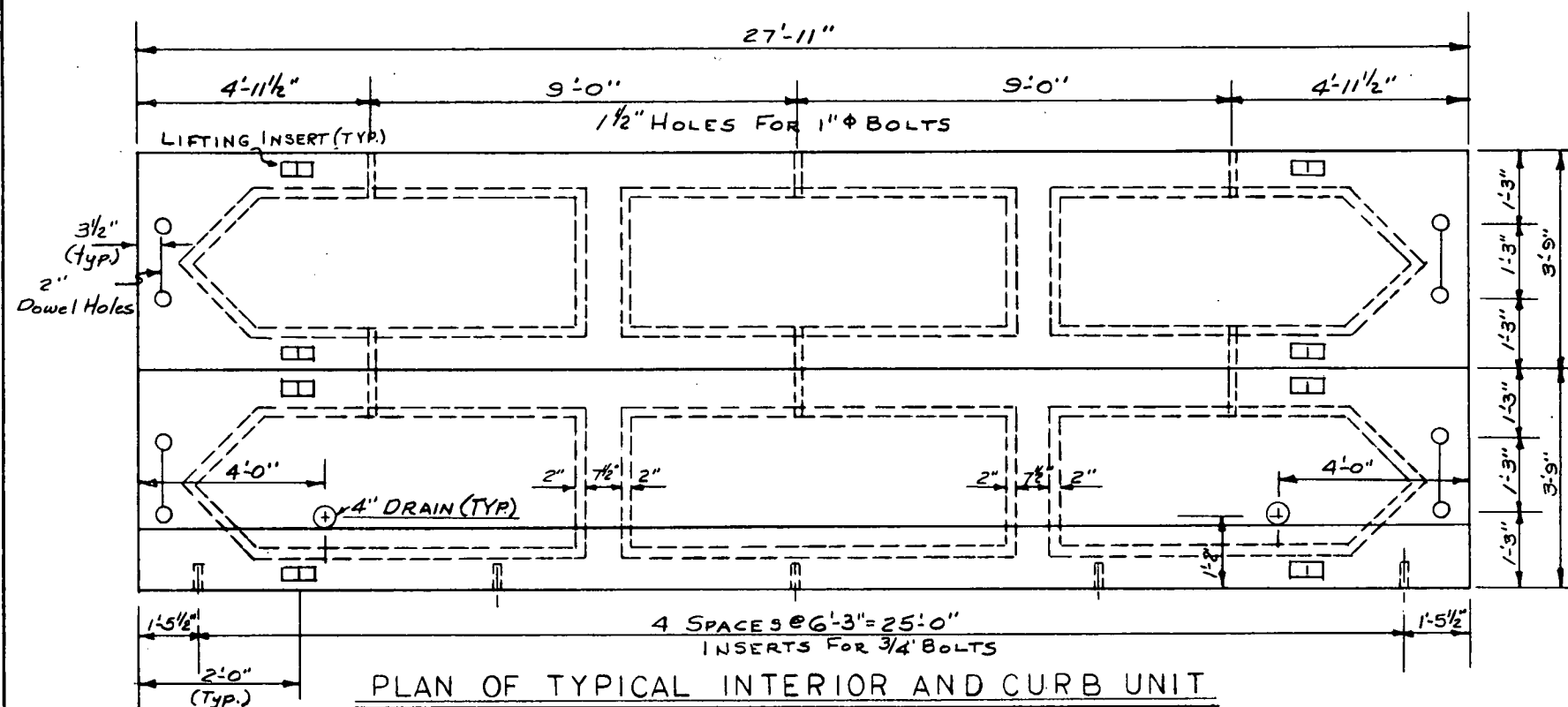
BILL OF MATERIALS							
30' SPAN		CURB UNIT			INTERIOR UNIT		
BAR	SIZE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
a	#4	109	3'-3"	236	109	3'-3"	236
b	#4	8	29'-6"	158	8	29'-6"	158
b ₁	#4	8	3'-6"	19	8	3'-6"	19
g	#11	4	29'-6"	627	4	29'-6"	627
g ₁	#11	2	29'-6"	313	2	29'-6"	313
g ₂	#4	2	29'-6"	39			
s ₂	#3	31	3'-10"	45	62	3'-10"	90
s ₃	#3	31	6'-2"	72			
CONCRETE IN CUBIC YARDS				4.9			4.0
REINFORCING STEEL IN LBS.				1509			1443
TOTAL WEIGHT OF UNIT IN LBS.				21,350			17,640

PRECAST
REINFORCED CONCRETE BRIDGE SLAB

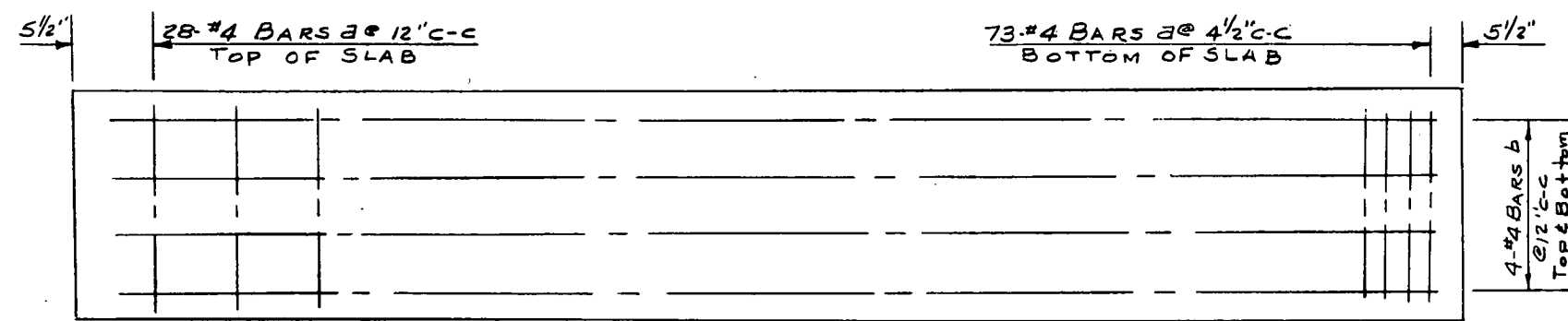
REIDENBAUGH'S
PRE-CAST
CONCRETE
PRODUCTS

BOX 390 PHONE 888
JASPER, IND.

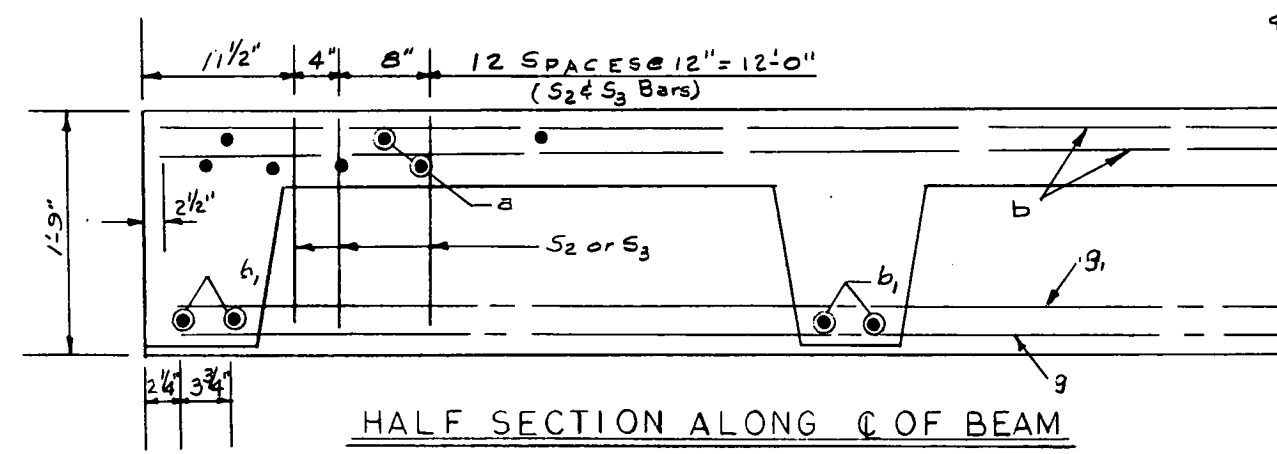
MA 472-85 MA 472-85



PLAN OF TYPICAL INTERIOR AND CURB UNIT

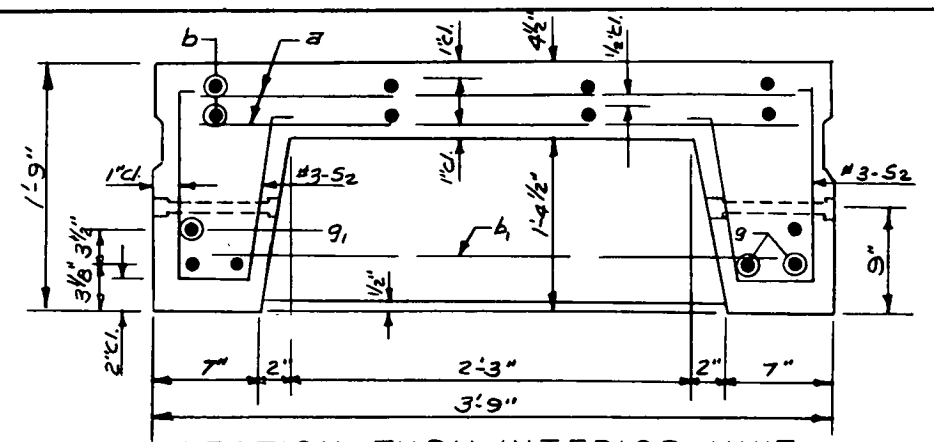
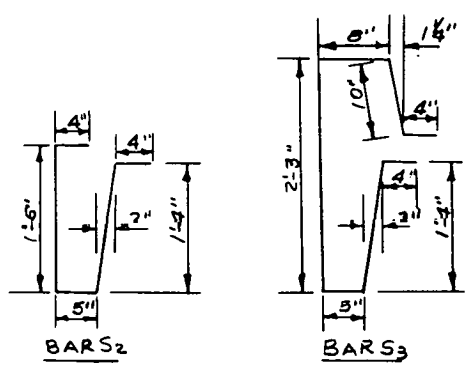


PLAN SHOWING SLAB REINFORCEMENT

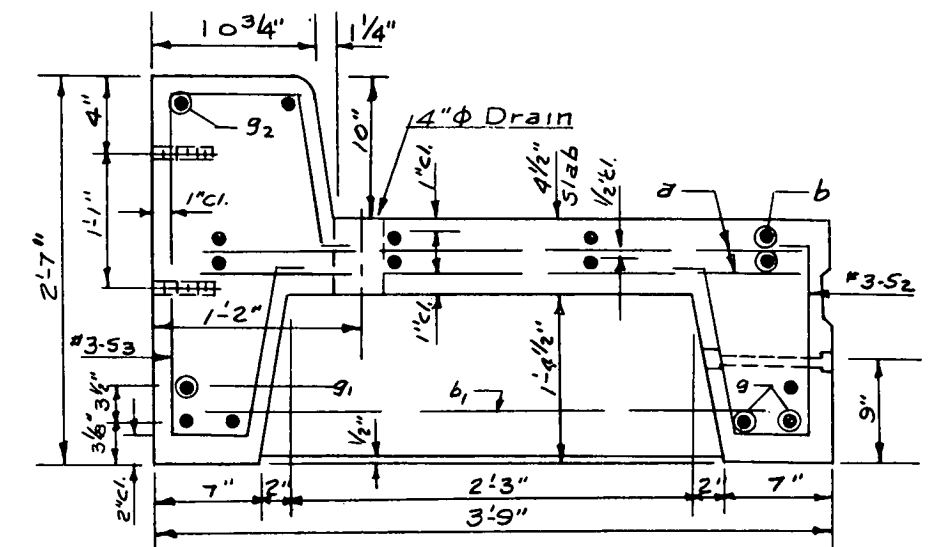


HALF SECTION ALONG C OF BEAM

± BEAM



SECTION THRU INTERIOR UNIT



SECTION THRU CURB UNIT

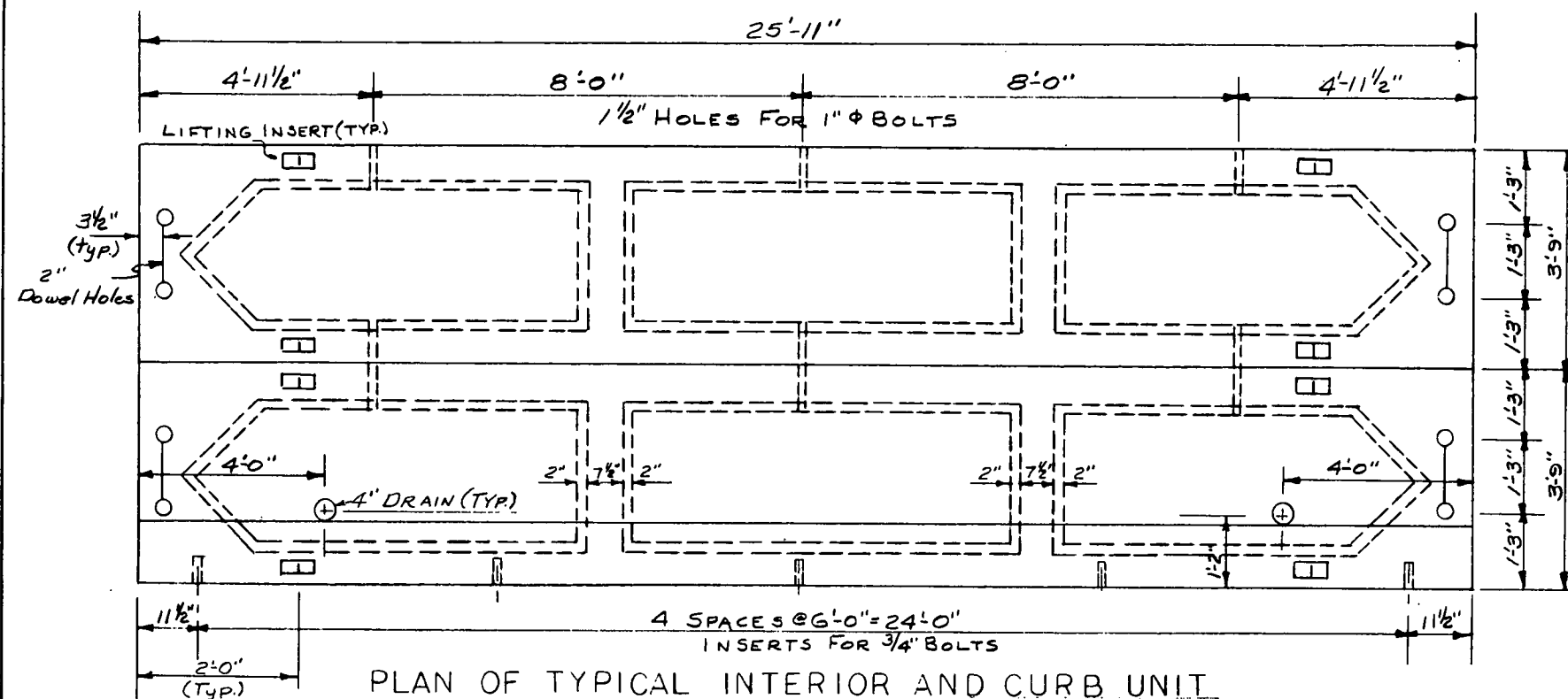
BILL OF MATERIALS							
28' SPAN		CURB UNIT			INTERIOR UNIT		
BAR	SIZE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
a	#4	101	3'-3"	219	101	3'-3"	219
b	#4	8	27'-6"	147	8	27'-6"	147
b1	#4	8	3'-6"	19	8	3'-6"	19
g	#11	4	27'-6"	584	4	27'-6"	584
g1	#8	2	27'-6"	147	2	27'-6"	147
g2	#4	2	27'-6"	37			
S2	#3	29	3'-10"	42	58	3'-10"	84
S3	#3	29	6'-2"	67			
CONCRETE IN CUBIC YARDS				4.6			3.8
REINFORCING STEEL IN LBS.				1262			1200
TOTAL WEIGHT OF UNIT IN LBS.				19,890			16,590

PRECAST
REINFORCED CONCRETE BRIDGE SLAB

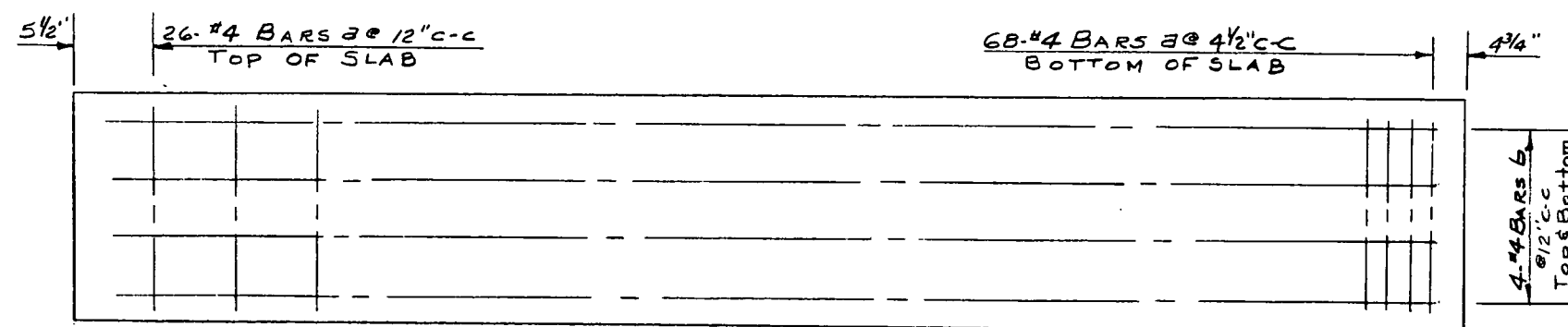
REIDENBAUGH'S
PRE-CAST
CONCRETE
PRODUCTS
BOX 390 PHONE 888
JASPER, IND.

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DEPARTMENT OF INDIANA

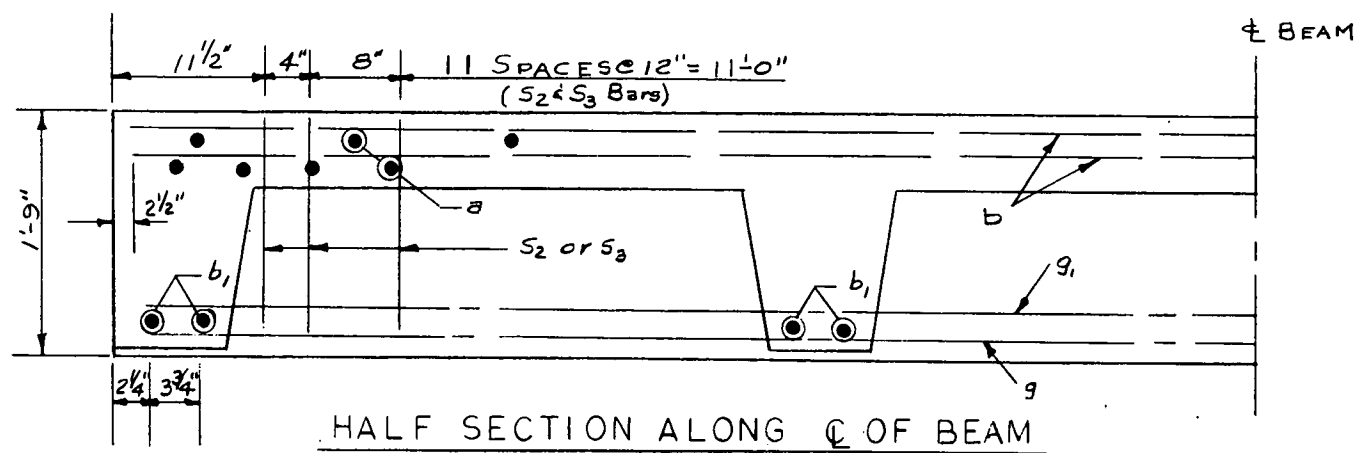
MA 472-85 MA 472-85



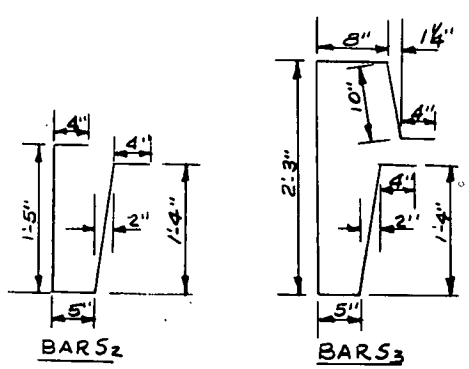
PLAN OF TYPICAL INTERIOR AND CURB UNIT



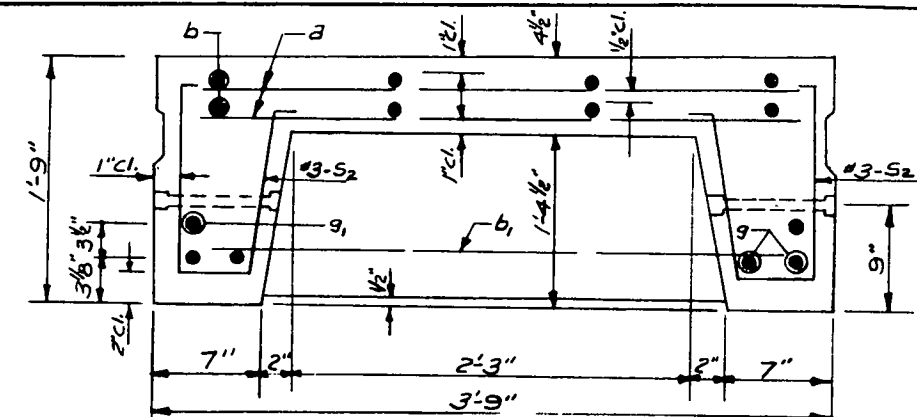
PLAN SHOWING SLAB REINFORCEMENT



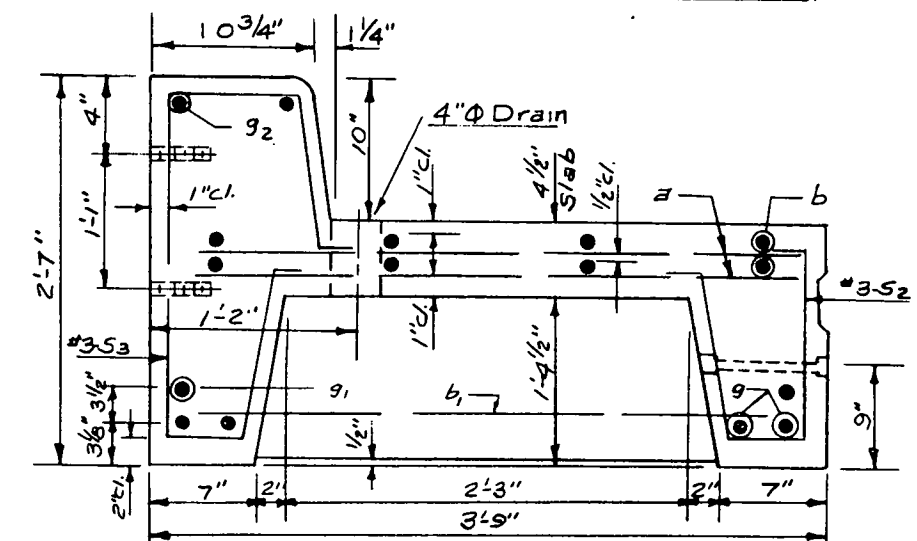
HALF SECTION ALONG C OF BEAM



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SECTION THRU INTERIOR UNIT

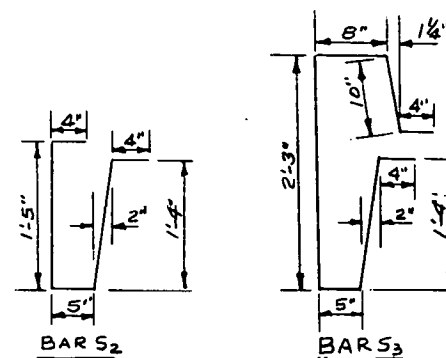
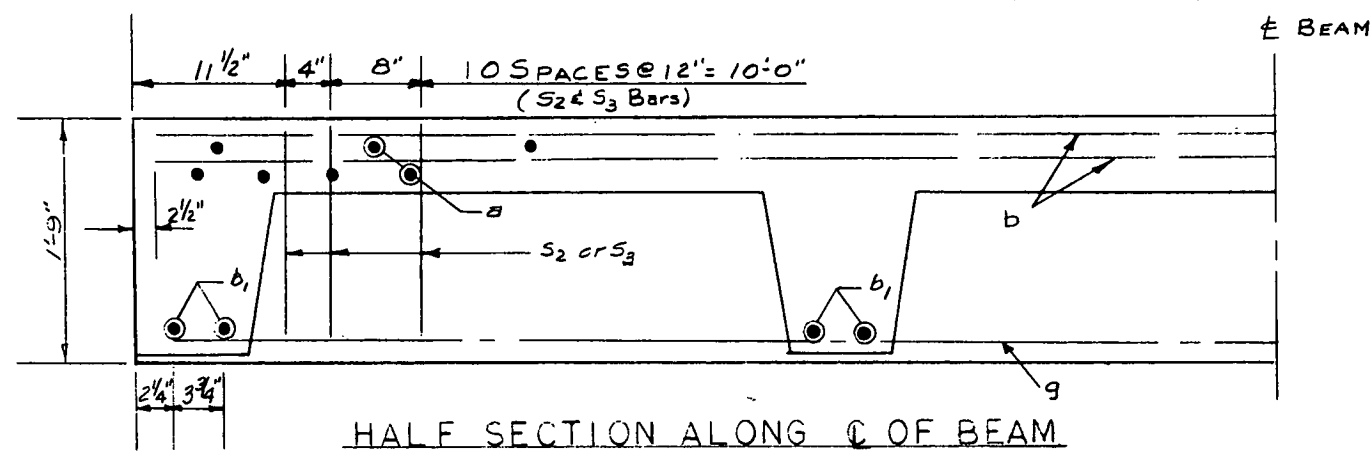
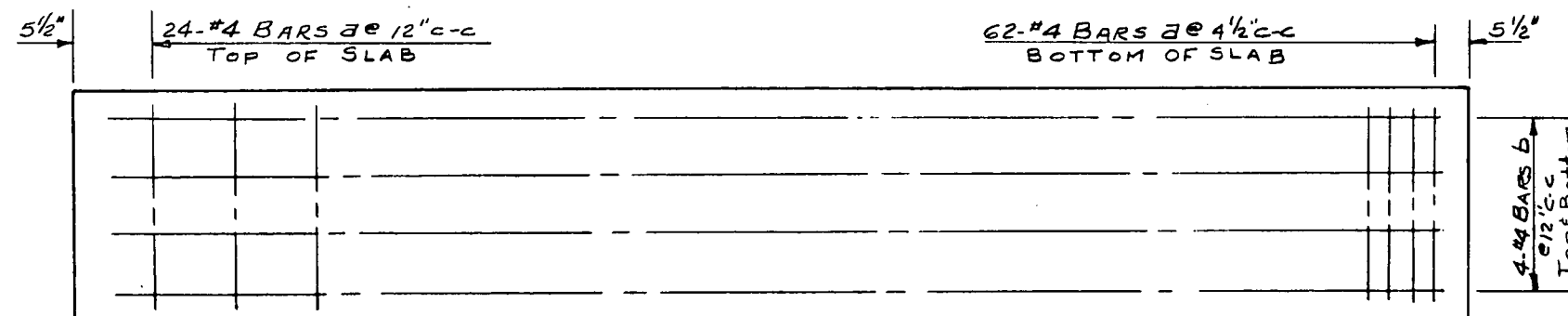
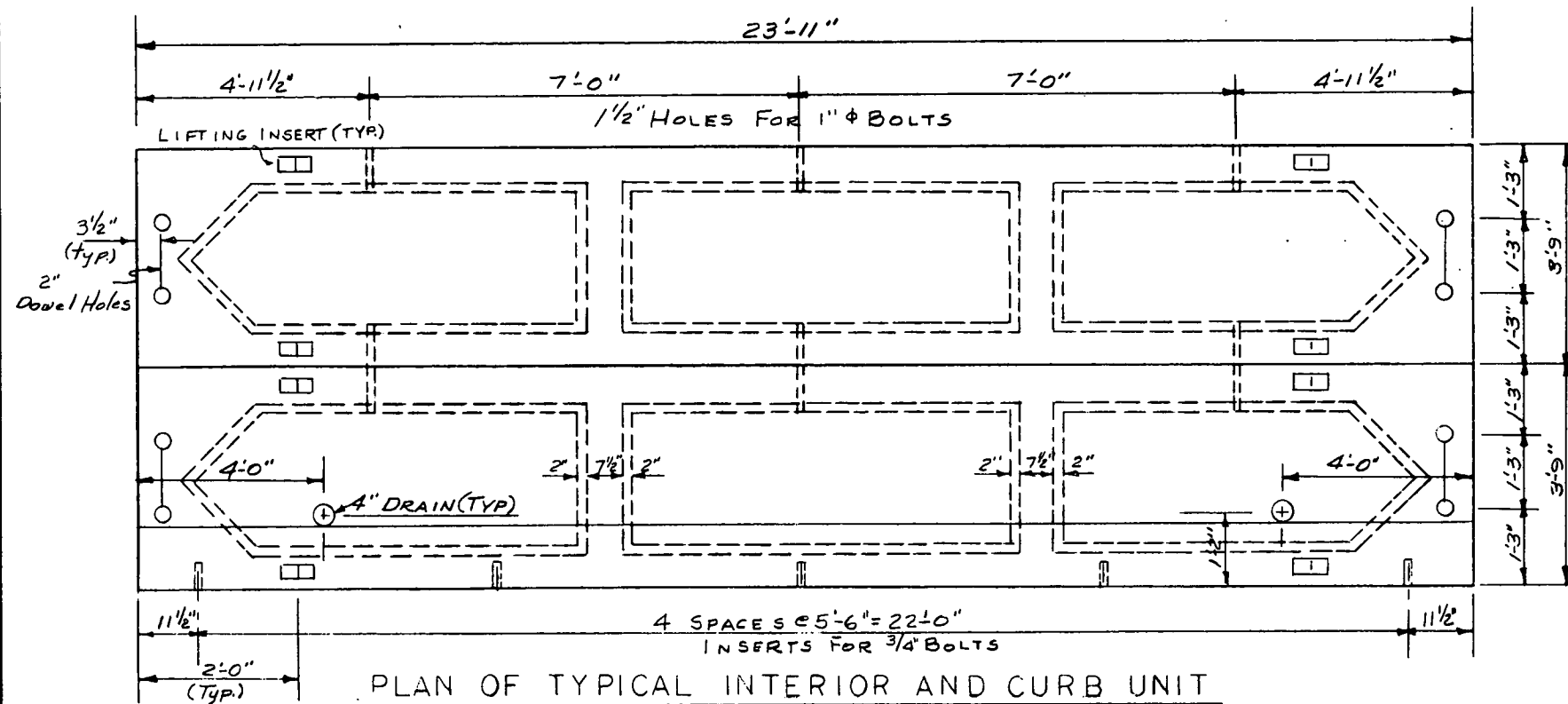


SECTION THRU CURB UNIT

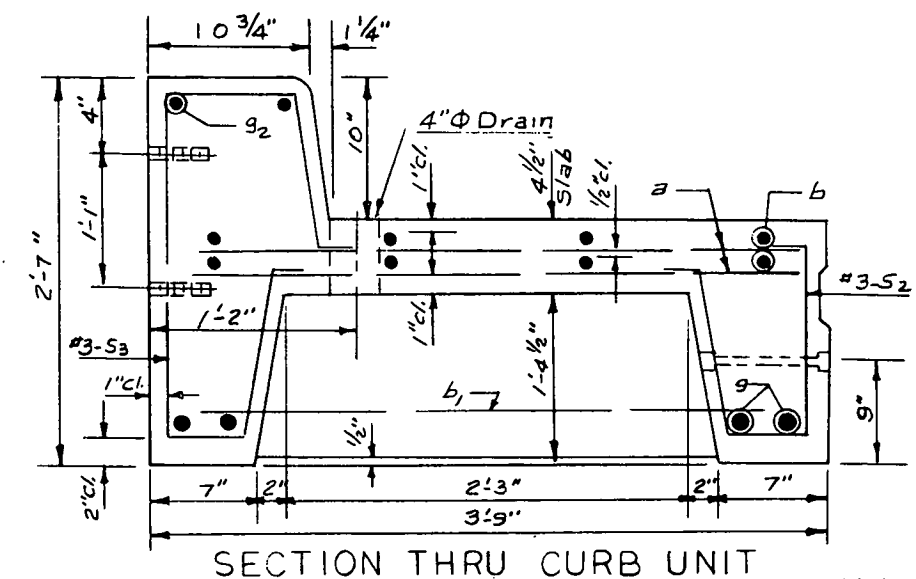
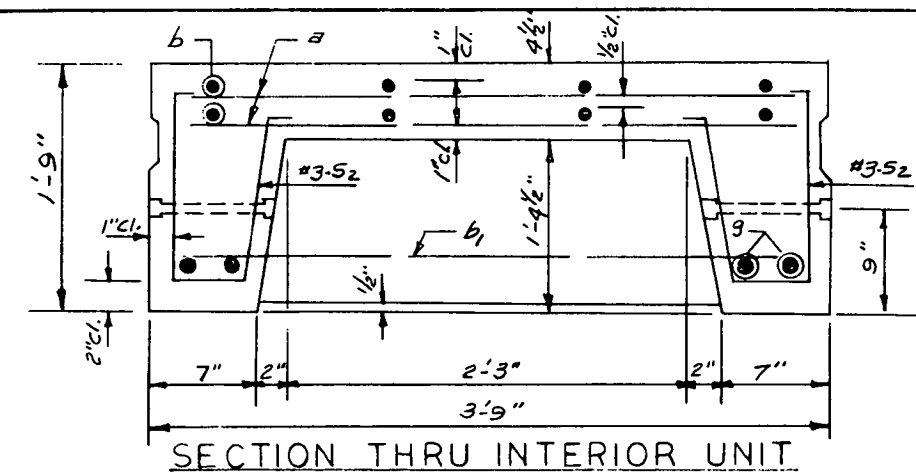
BILL OF MATERIALS							
26' SPAN		CURB UNIT			INTERIOR UNIT		
BAR	SIZE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
a	#4	94	3'-3"	204	94	3'-3"	204
b	#4	8	25'-6"	136	8	25'-6"	136
b1	#4	8	3'-6"	19	8	3'-6"	19
g	#11	4	25'-6"	542	4	25'-6"	542
g1	#8	2	25'-6"	136	2	25'-6"	136
g2	#4	2	25'-6"	34			
S2	#3	27	3'-10"	39	54	3'-10"	78
S3	#3	27	6'-2"	63			
CONCRETE IN CUBIC YARDS				4.3			3.6
REINFORCING STEEL IN LBS.				1173			1115
TOTAL WEIGHT OF UNIT IN LBS.				18,599			15,690

PRECAST
REINFORCED CONCRETE BRIDGE SLAB


BRIDENBAUGH'S
PRE-CAST
CONCRETE
PRODUCTS
BOX 390 JASPER, IND. PHONE 888



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DEPARTMENT OF INDIANA

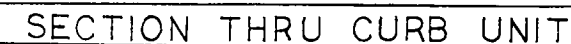
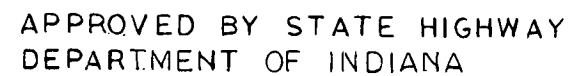


BILL OF MATERIALS							
24' SPAN		CURB UNIT			INTERIOR UNIT		
BAR	SIZE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
a	#4	86	3'-3"	187	86	3'-3"	187
b	#4	8	23'-6"	126	8	23'-6"	126
b ₁	#4	8	3'-6"	19	8	3'-6"	19
g	#11	4	23'-6"	499	4	23'-6"	499
g ₁	—	—	—	—	—	—	—
g ₂	#4	2	23'-6"	31			
s ₂	#3	25	3'-10"	36	50	3'-10"	73
s ₃	#3	25	6'-2"	58			
CONCRETE IN CUBIC YARDS				4.0			3.3
REINFORCING STEEL IN LBS.				960			904
TOTAL WEIGHT OF UNIT IN LBS.				17,150			14,270

[illegible]

REIDENBAUGH'S
PRE-CAST
CONCRETE
PRODUCTS

BOX 390 PHONE 888
JASPER, IND.

[illegible]

PLAN OF TYPICAL INTERIOR AND CURB UNIT

PLAN SHOWING SLAB REINFORCEMENT

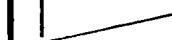
HALF SECTION ALONG C OF BEAM

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DEPARTMENT OF INDIANA

BILL OF MATERIALS

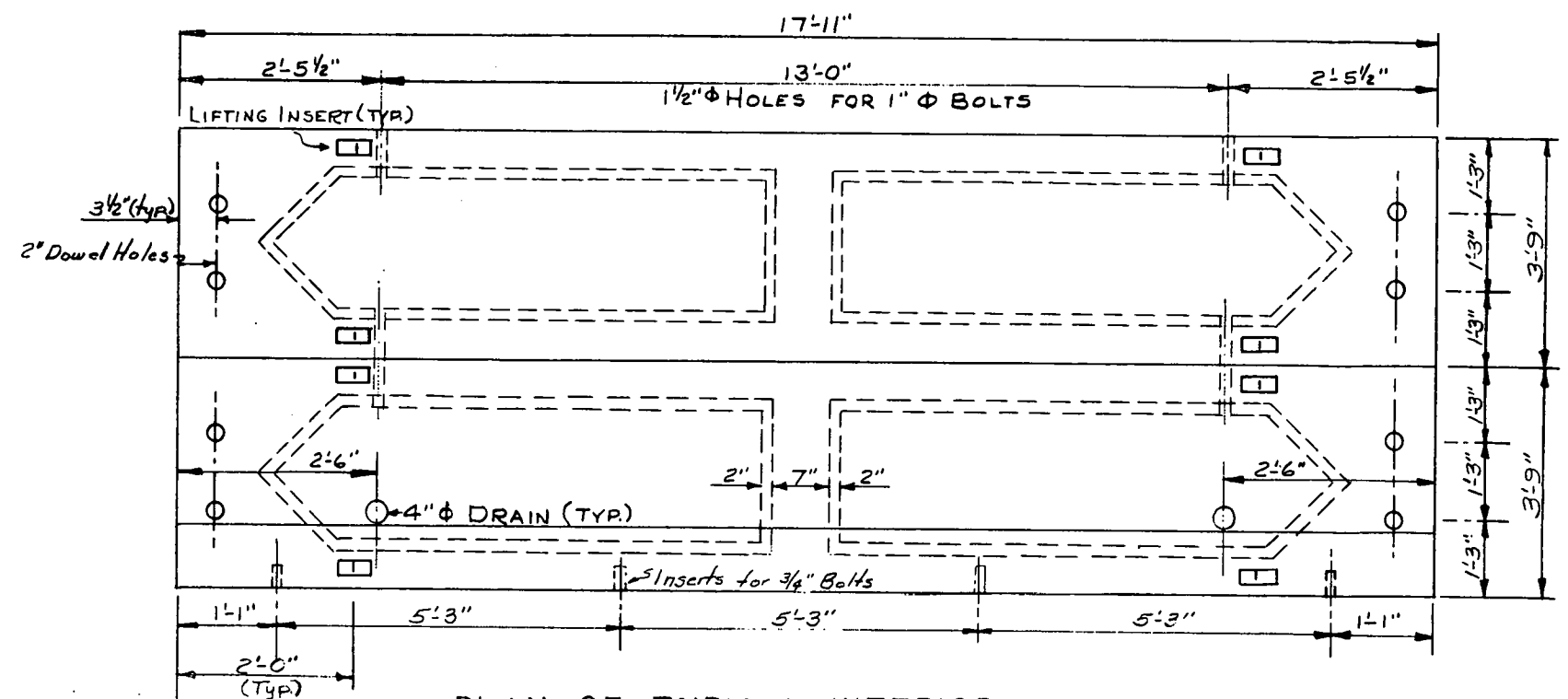
20' SPAN		CURB UNIT			INTERIOR UNIT		
BAR	SIZE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
a	# 4	72	3'-3"	156	72	3'-3"	156
b	# 4	8	19'-6"	104	8	19'-6"	104
b ₁	# 4	6	3'-6"	14	6	3'-6"	14
g	# 10	4	19'-6"	336	4	19'-6"	336
g ₂	# 4	2	19'-6"	26			
s ₂	# 3	21	3'-4"	26	42	3'-4"	52
s ₃	# 3	21	5'-8"	45			
CONCRETE IN CUBIC YARDS				3.0	2.4		
REINFORCING STEEL IN LBS.				707	662		
TOTAL WEIGHT OF UNIT IN LBS.				12,860	10,380		

PRECAST
REINFORCED CONCRETE BRIDGE SLAB

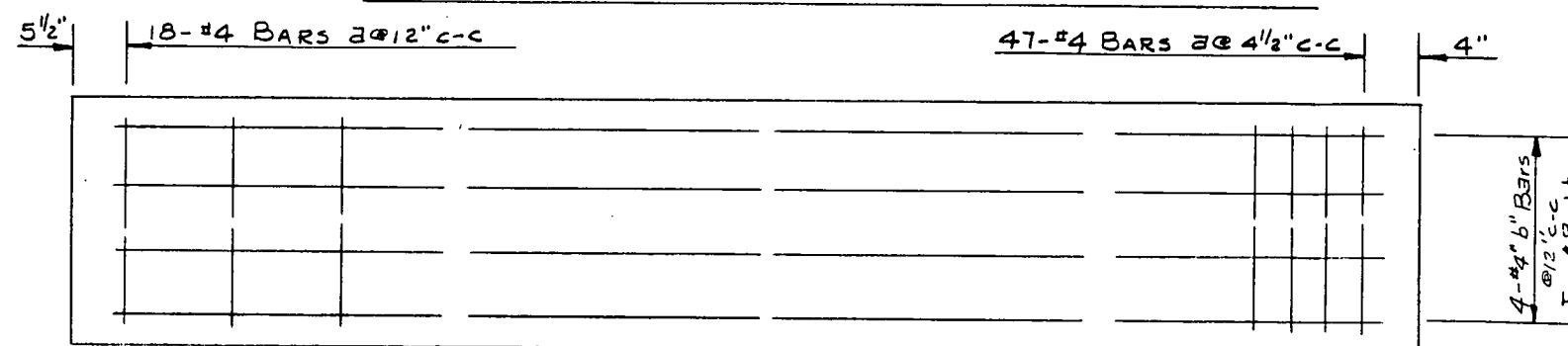


BREIDENBAUGH'S
PRE-CAST
CONCRETE
PRODUCTS

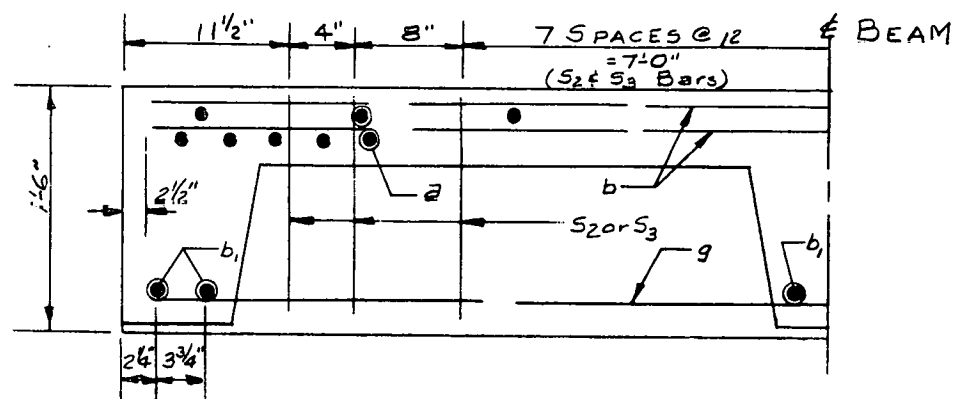
BOX 390 PHONE 888
JASPER, IND.



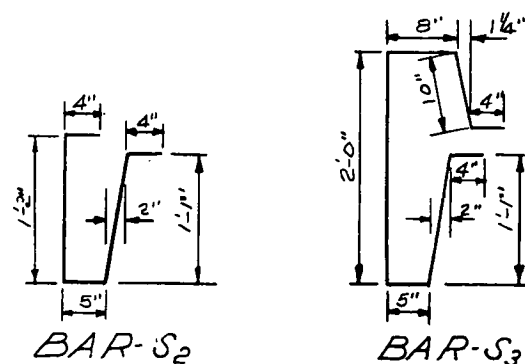
PLAN OF TYPICAL INTERIOR AND CURB UNIT



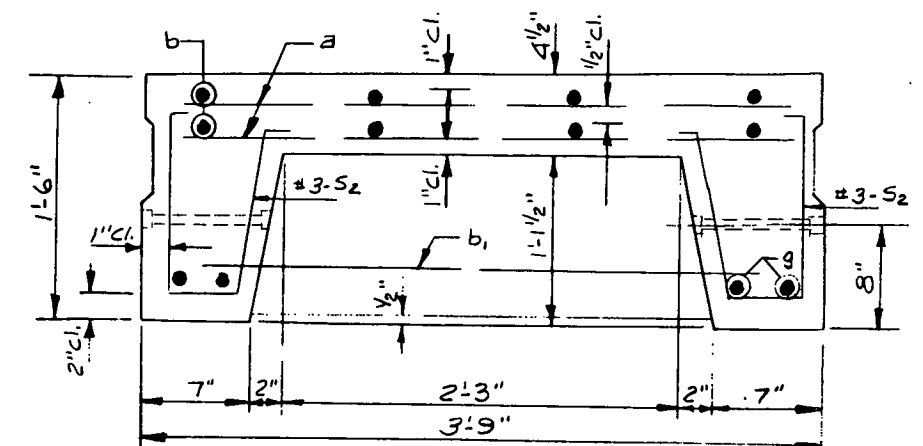
PLAN SHOWING SLAB REINFORCEMENT



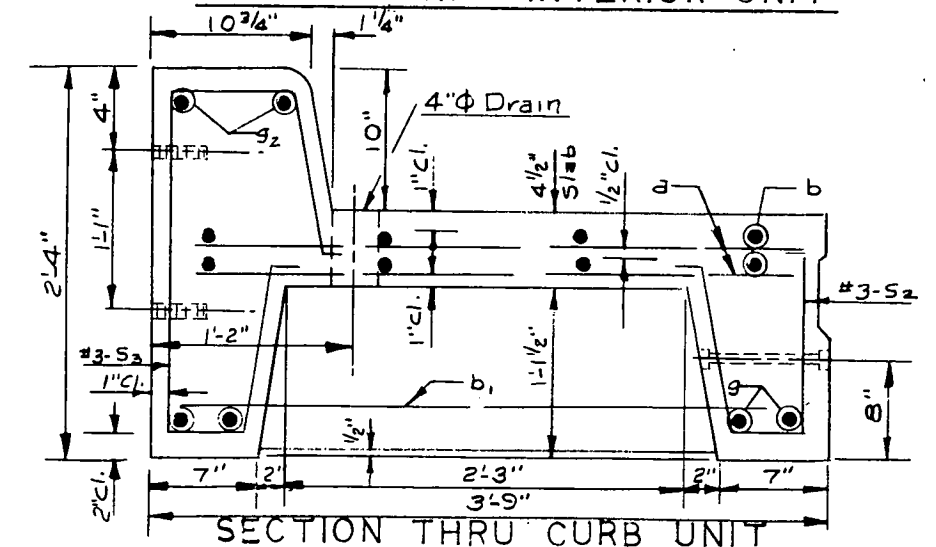
HALF SECTION ALONG C OF BEAM



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DEPARTMENT OF INDIANA



SECTION THRU INTERIOR UNIT



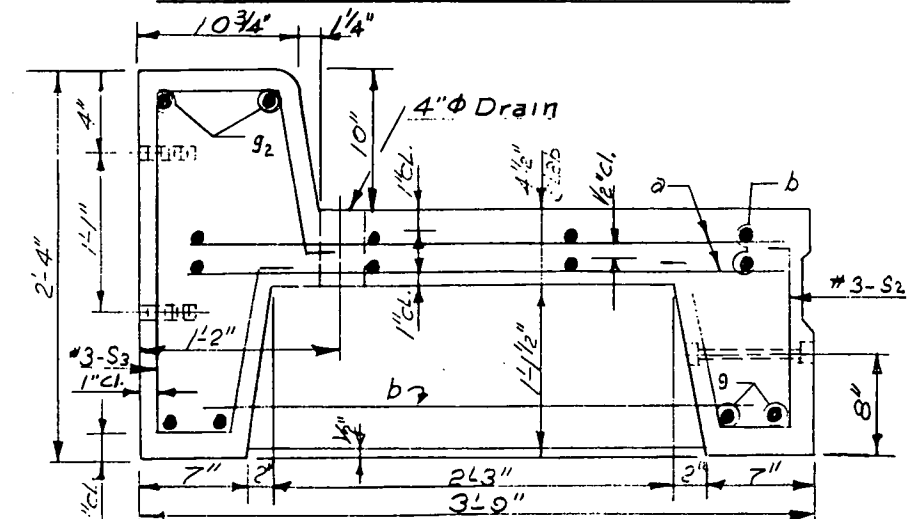
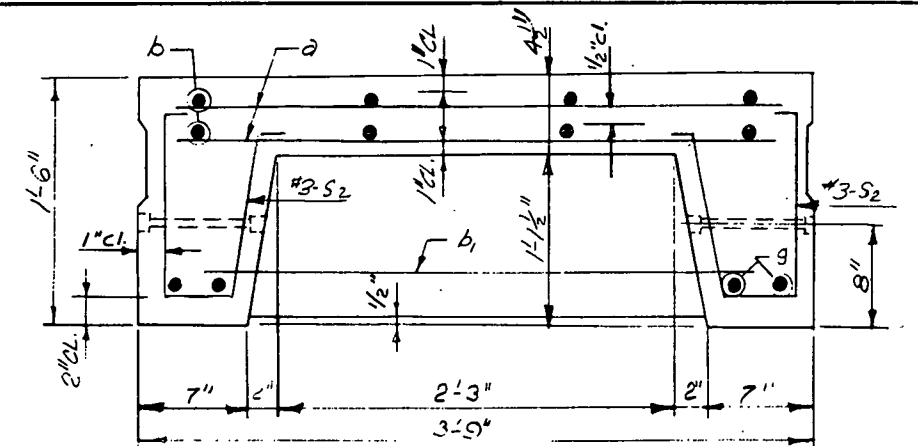
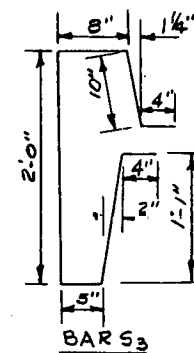
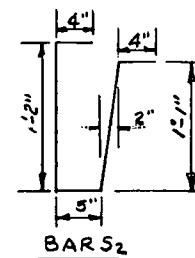
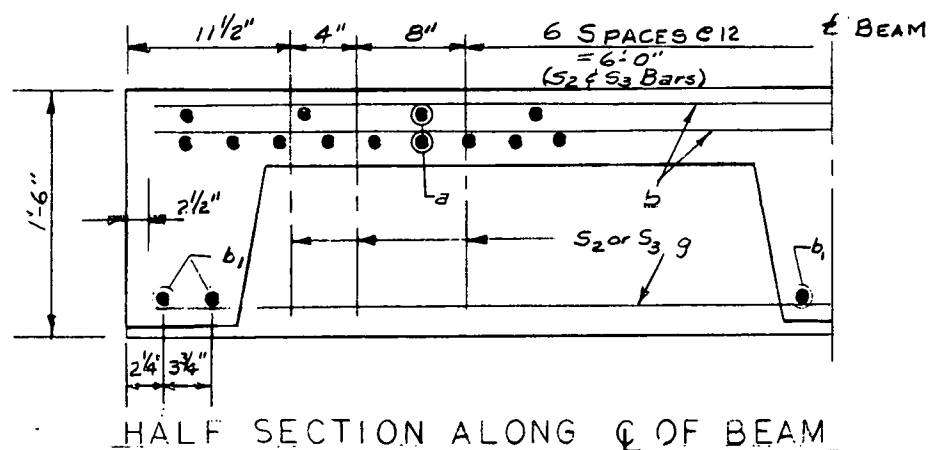
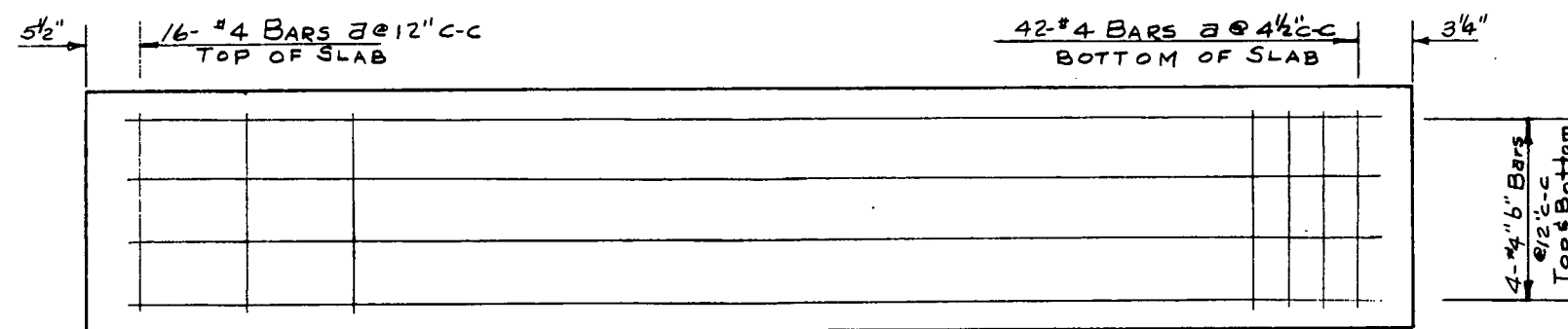
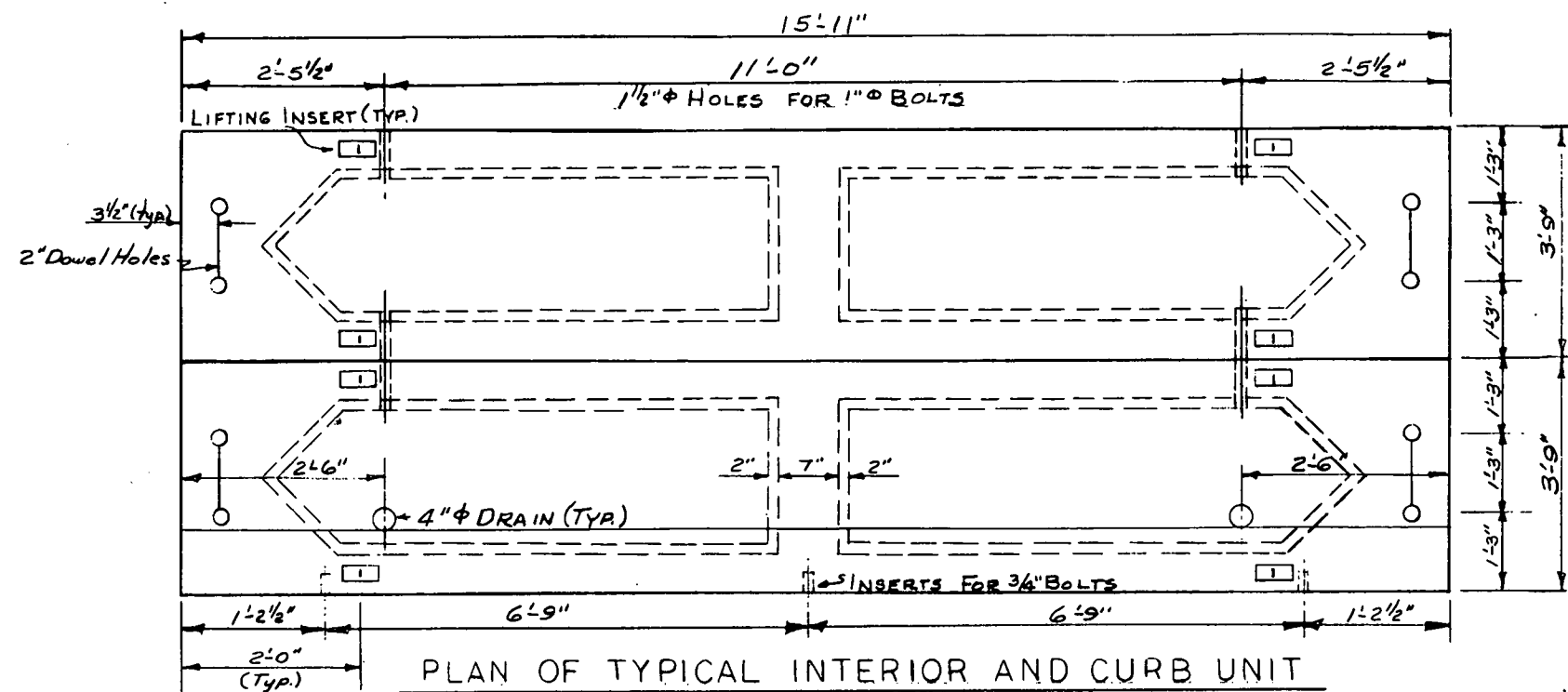
SECTION THRU CURB UNIT

BILL OF MATERIALS

18' SPAN		CURB UNIT			INTERIOR UNIT		
BAR	SIZE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
a	#4	65	3'-3"	141	65	3'-3"	141
b	#4	8	17'-6"	94	8	17'-6"	94
b ₁	#4	6	3'-6"	14	6	3'-6"	14
g	#10	4	17'-6"	302	4	17'-6"	302
g ₂	#4	2	17'-6"	23			
S ₂	#3	19	3'-4"	24	38	3'-4"	48
S ₃	#3	19	5'-8"	41			
CONCRETE IN CUBIC YARDS				2.7			2.2
REINFORCING STEEL IN LBS.				639			599
TOTAL WEIGHT OF UNIT IN LBS.				11,570			9,510

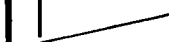
PRECAST
REINFORCED CONCRETE BRIDGE SLAB

REIDENBAUGH'S
PRE-CAST
CONCRETE
PRODUCTS
BOX 390 PHONE 888
JASPER, IND.



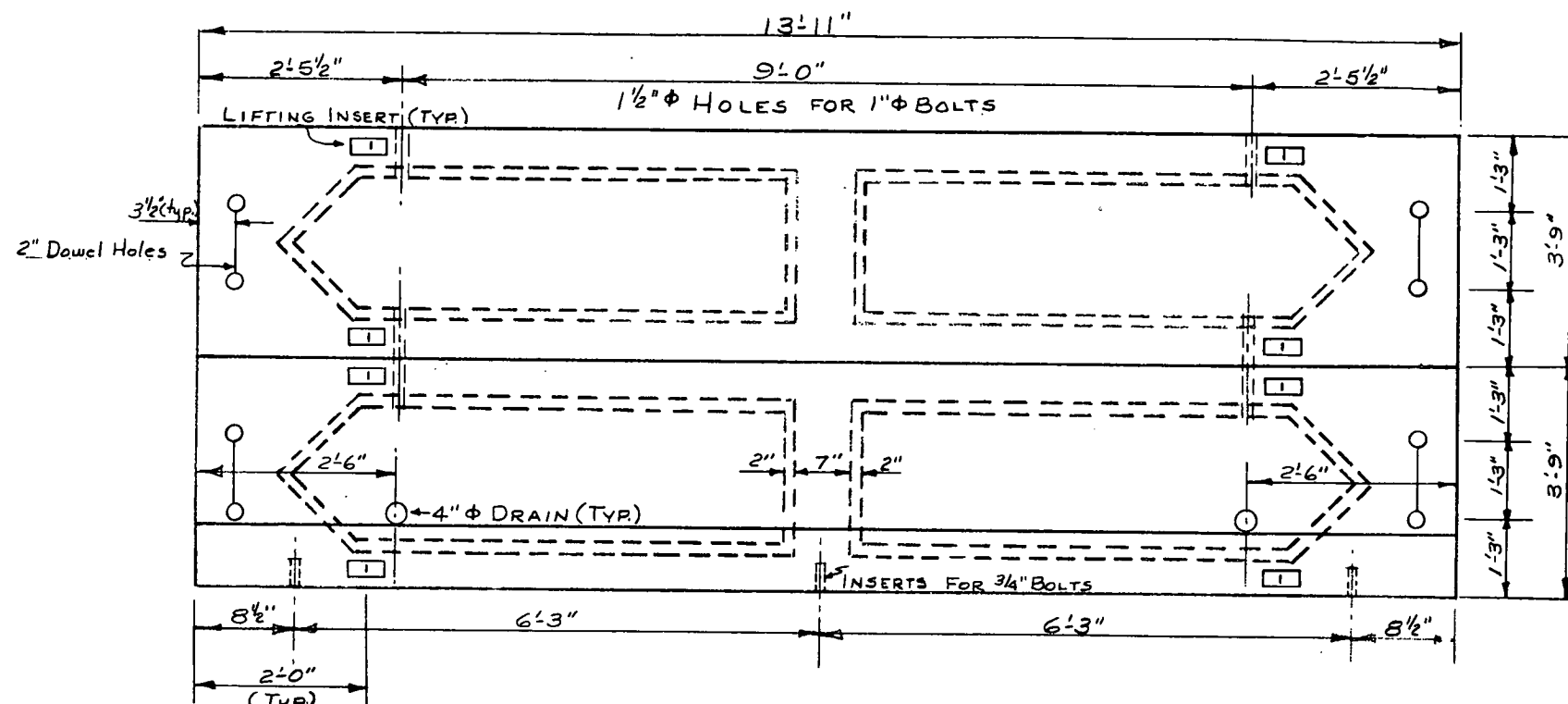
BILL OF MATERIALS								
16' SPAN		CURB UNIT			INTERIOR UNIT			
BAR	SIZE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	
a	# 4	58	3'-3"	126	58	3'-3"	126	
b	# 4	8	15'-6"	83	8	15'-6"	83	
b ₁	# 4	6	3'-6"	14	6	3'-6"	14	
g	# 9	4	15'-6"	211	4	15'-6"	211	
g ₂	# 4	2	15'-6"	21				
s ₂	# 3	17	3'-4"	21	34	3'-4"	42	
s ₃	# 3	17	5'-8"	36				
CONCRETE IN CUBIC YARDS				2.5	-	2.0		
REINFORCING STEEL IN LBS.				512		476		
TOTAL WEIGHT OF UNIT IN LBS.				10,640		8580		

PRECAST
REINFORCED CONCRETE BRIDGE SLAB

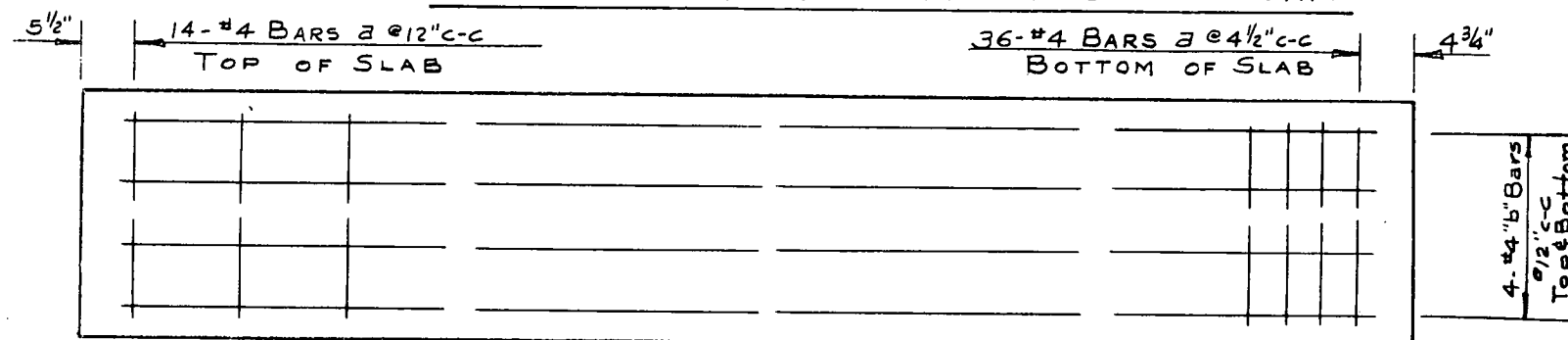


REIDENBAUGH'S
PRE-CAST
CONCRETE
PRODUCTS

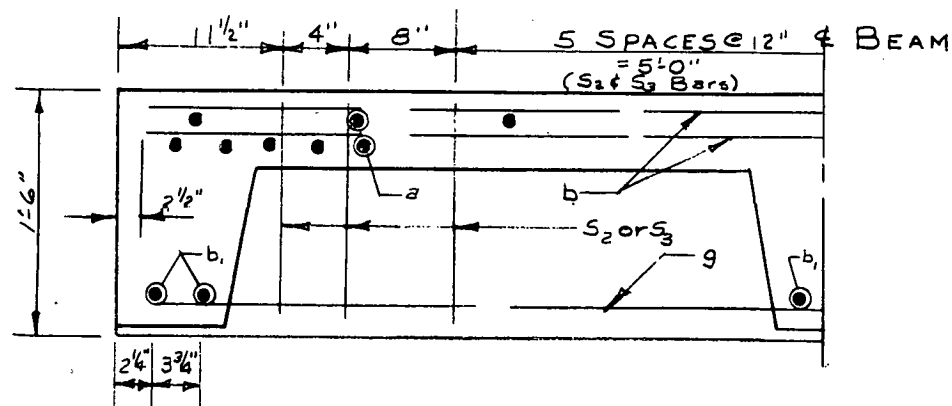
BOX 390 PHONE 888
JASPER, IND.



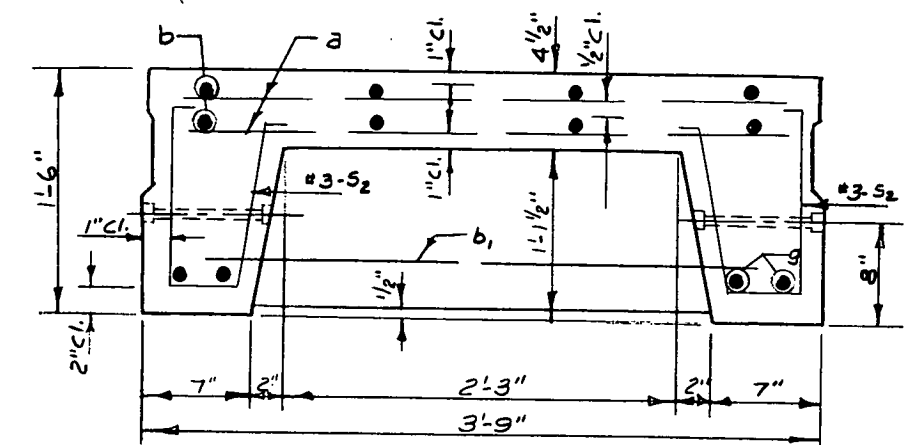
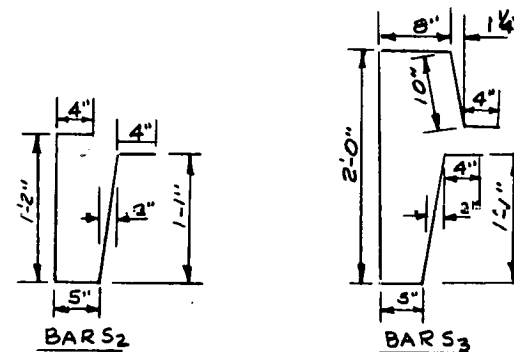
PLAN OF TYPICAL INTERIOR AND CURB UNIT



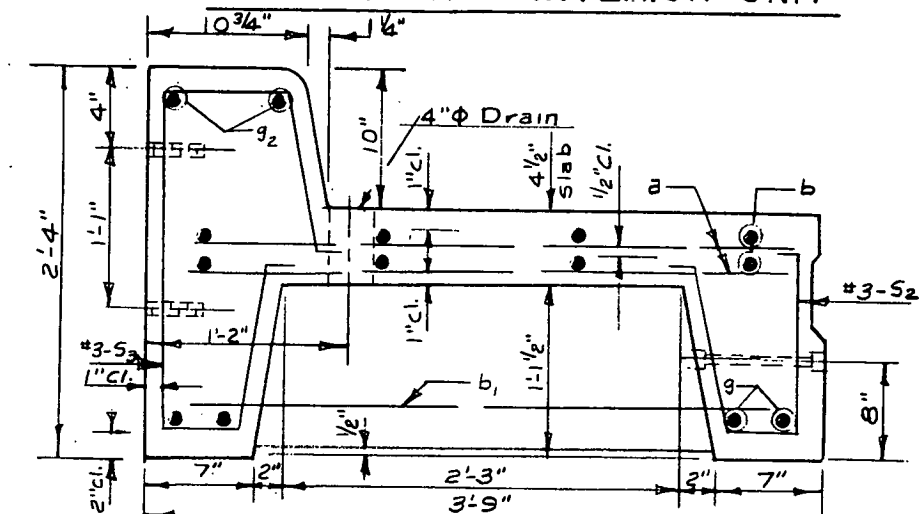
PLAN SHOWING SLAB REINFORCEMENT



HALF SECTION ALONG ϕ OF BEAM



SECTION THRU INTERIOR UNIT



SECTION THRU CURB UNIT

BILL OF MATERIALS

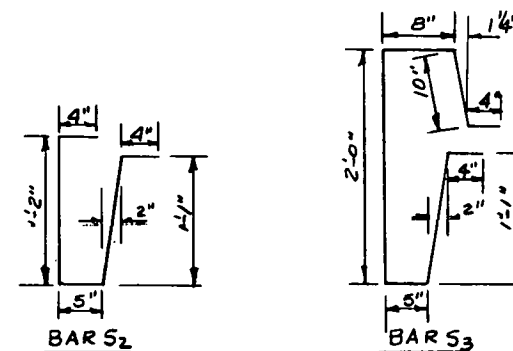
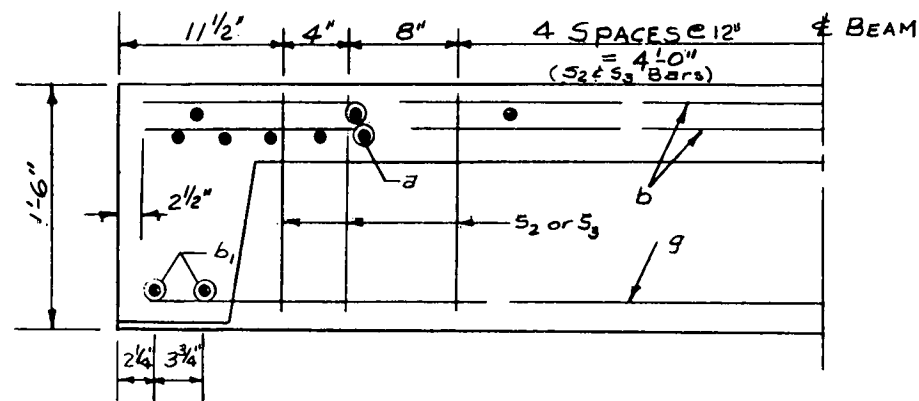
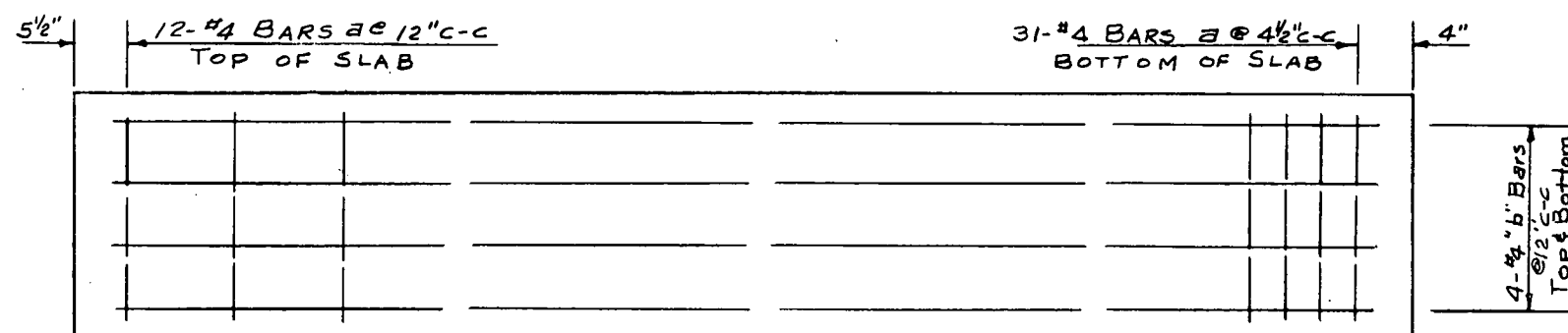
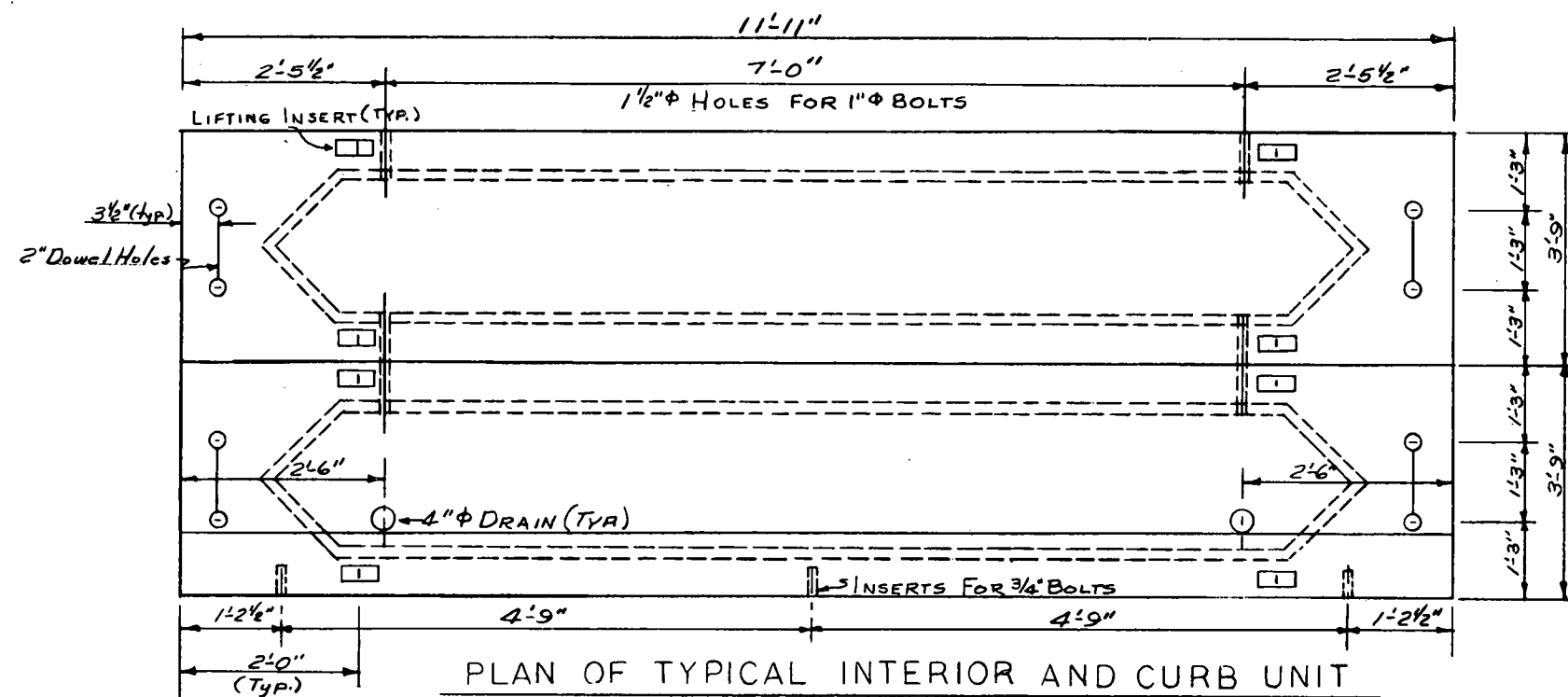
14' SPAN		CURB UNIT			INTERIOR UNIT		
BAR	SIZE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
a	# 4	50	3'-3"	109	50	3'-3"	109
b	# 4	8	13'-6"	72	8	13'-6"	72
b ₁	# 4	6	3'-6"	14	6	3'-6"	14
g	# 9	4	13'-6"	184	4	13'-6"	184
g ₂	# 4	2	13'-6"	18			
s ₂	# 3	15	3'-4"	19	30	3'-4"	38
s ₃	# 3	15	5'-8"	32			
CONCRETE IN CUBIC YARDS				2.2	1.8		
REINFORCING STEEL IN LBS.				448	417		
TOTAL WEIGHT OF UNIT IN LBS.				9360	7710		

PRECAST
REINFORCED CONCRETE BRIDGE SLAB

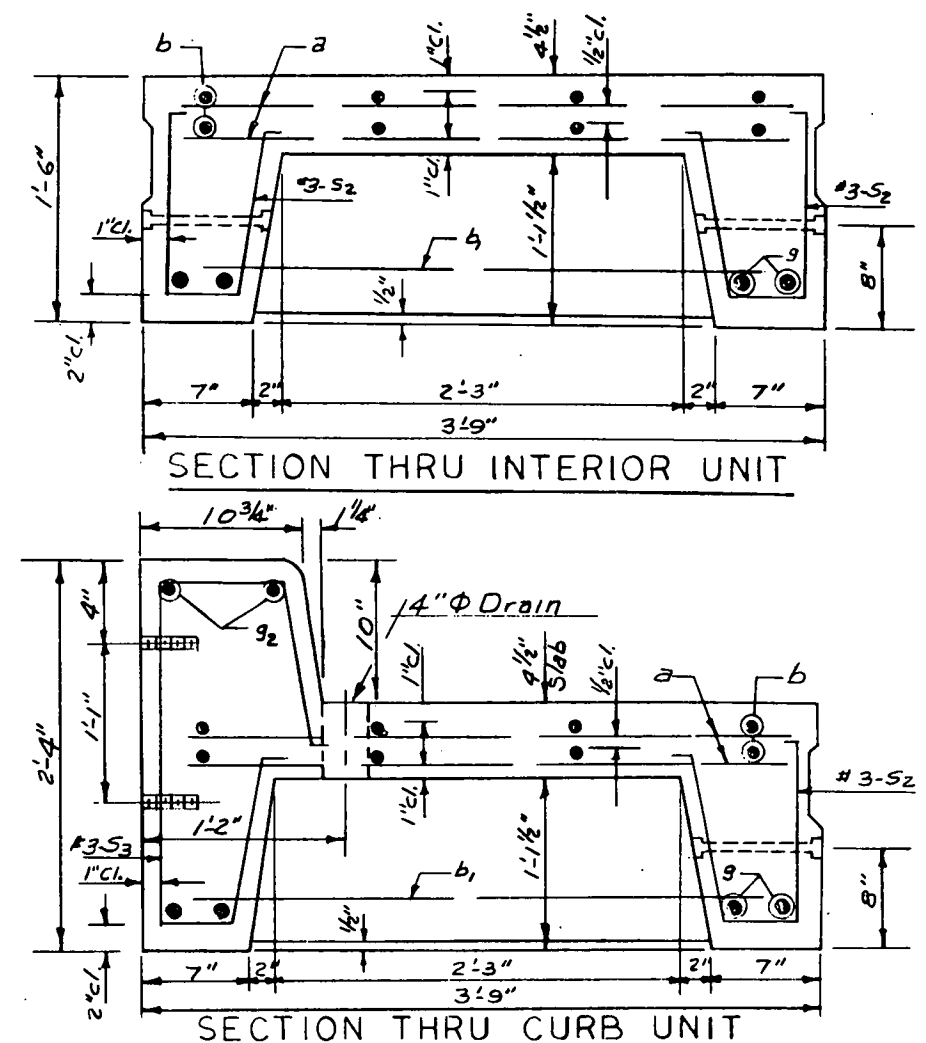
REIDENBAUGH'S
PRE-CAST
CONCRETE
PRODUCTS

BOX 390 PHONE 888
JASPER, IND.

APPROVED BY STATE HIGHWAY
DEPARTMENT OF INDIANA



APPROVED BY STATE HIGHWAY
DEPARTMENT OF INDIANA



BILL OF MATERIALS							
1/2' SPAN		CURB UNIT			INTERIOR UNIT		
BAR	SIZE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
a	# 4	43	3'-3"	94	43	3'-3"	94
b	# 4	8	11'-6"	62	8	11'-6"	62
b ₁	# 4	4	3'-6"	9	4	3'-6"	9
g	# 8	4	11'-6"	123	4	11'-6"	123
g ₂	# 4	2	11'-6"	15			
s ₂	# 3	13	3'-4"	16	26	3'-4"	32
s ₃	# 3	13	5'-8"	27			
CONCRETE IN CUBIC YARDS				1.9	1.5		
REINFORCING STEEL IN LBS.				346	320		
TOTAL WEIGHT OF UNIT IN LBS.				8040	6390		

PRECAST REINFORCEMENT BRIDGE SLAB	

BREIDENBAUGH'S

PRE-CAST
CONCRETE
PRODUCTS

BOX 390
PHONE 888

JASPER, IND.

Michigan City, Indiana
421 East Garfield Street
12-29-58

Mr. William Henry Snyder
County Attorney of Monroe County
122 E. 6th St. Bloomington, Ind.

Dear Sir:

I received your letter of December 11, 1958 in regard to the straightening of the road that runs through my property, south of Bean Blossom creek.

In your letter you made the following statement:Quote, "The Board of Commissioners plan to eliminate the big curve from the foot of the hill up to the existing bridge and the new road would run directly through the acreage which you own on the east side of the present road."

This statement does not show a proper understanding of the situation. There is no big curve here. The only crookedness in this road that would be practical to eliminate is at the foot of Tabor Hill, about 450 to 500 feet long; approximately half of this distance is in the hill itself. When this road is viewed from the village of Mount Tabor, looking south at eye level, it has the appearance of being more crooked than it actually is. I believe this illusion has deceived some of those who are interested in this improvement.

I have taken the trouble to prepare a sketch traced from an actual aerial photograph of my farm, which I believe is a more proper perspective. This sketch is self explanatory.

You will note, that the changes I suggest are less expensive, both to me and to the county, and would make this road, perhaps not perfectly, but practically, straight. I do not believe the expense of moving this entire road would be justified.

If the County Commissioners and the County Engineer can agree, or come near to agreeing with me on this matter, I will sign an easement for this right of way and donate any necessary fill dirt as indicated on my sketch. The only condition being that the old fence rows be cleared of fences, bushes, etc. to make the land I recover on the west side as usable as possible. The rubbish from this cleaning up can be dumped in the gullies on my property along the road up Tabor Hill, preferable on the east side. Also, I would appreciate it very much if a steel culvert were put in at the entrance to my barn lot. I am willing to stand the loss of the old fence and some apple trees that grow on the east side of the road.

If the County Engineer has any ideas that seem better than mine, I will consider them if I am informed of the details. If a personal meeting is necessary, it will have to be on a week end.

I am enclosing copies of this letter and the sketch for the Commissioners and the County Engineer.

I trust we can come to an agreement. My phone no. is Tr-4-7404

Very truly yours,

Dewey A. Davis

Lafayette, Indiana
September 18, 1963

John
This is for
information
Mr. C. C. Bawes:

Ref: Proposed easement for County Road, Hunters, Indiana

The matter of constructing a new County Road, parallel and adjacent with our westerly right of way line between Curry Pike and Vernal Pike at Hunters, Indiana, has been given new impetus account of the increased traffic congestion of this area which resulted in an accident last weekend. In order that construction of this roadway can be completed in the present year, the Board of County Commissioners of Monroe County have again requested, thru Mr. John Stapleton, County Surveyor, that an easement be granted for this proposal. The proposed easement is for a 60-ft. strip of land lying along the east side of our industrial property (20 acres) at Hunters, Indiana, as shown in red coloring on the accompanying prints.

For further handling I have attached herewith five (5) location prints, three (3) copies of description of property involved, and a copy of letter received from the Monroe County Attorney relative to this proposal.

It is my opinion that the following stipulations should be made conditions of this grant:-

- 1 - Property to be used for establishing a public road connecting the two county roads known as Curry Pike and Vernal Pike
- 2 - Railroad may at any time in the future have permission to cross this easement with tracks for serving the area lying west thereof.
- 3 - Proposal is naturally contingent on the County receiving permission to use small triangular parcel owned by the Bloomington Advancement Association located on the extreme southerly end of the Monon grant.

cc: Mr. J. J. Stein

NOTED
SEP 18 1963
Asst. Chief Engineer
C. M. B.

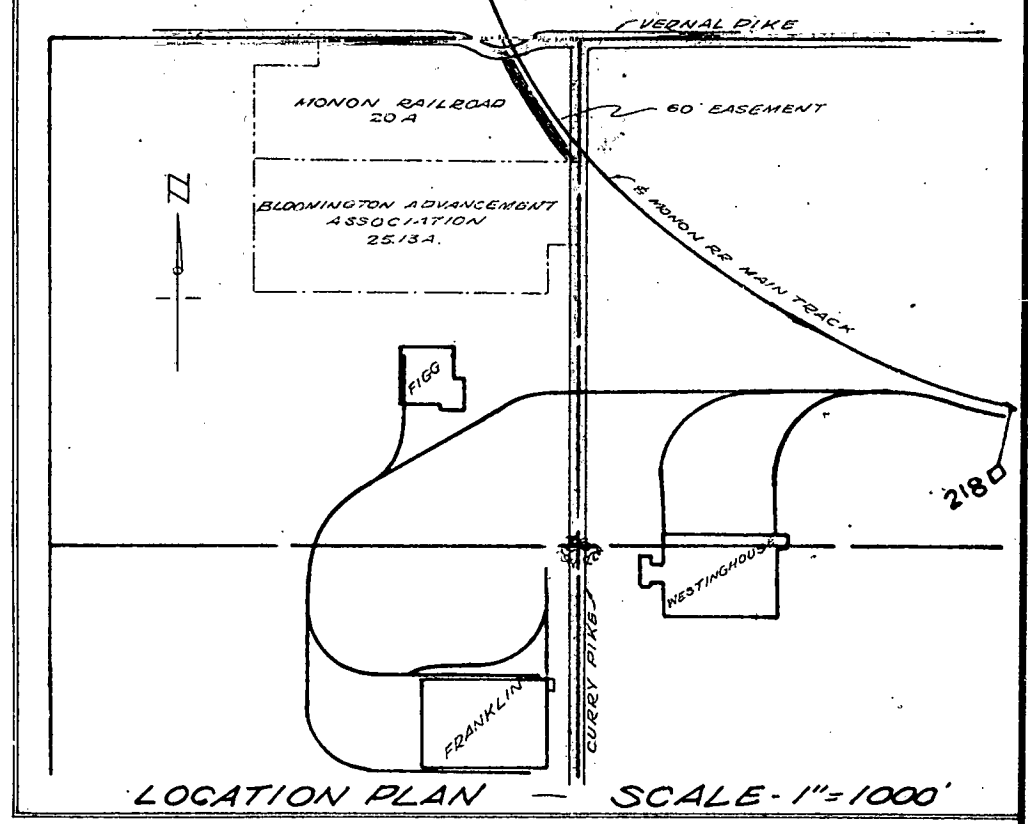
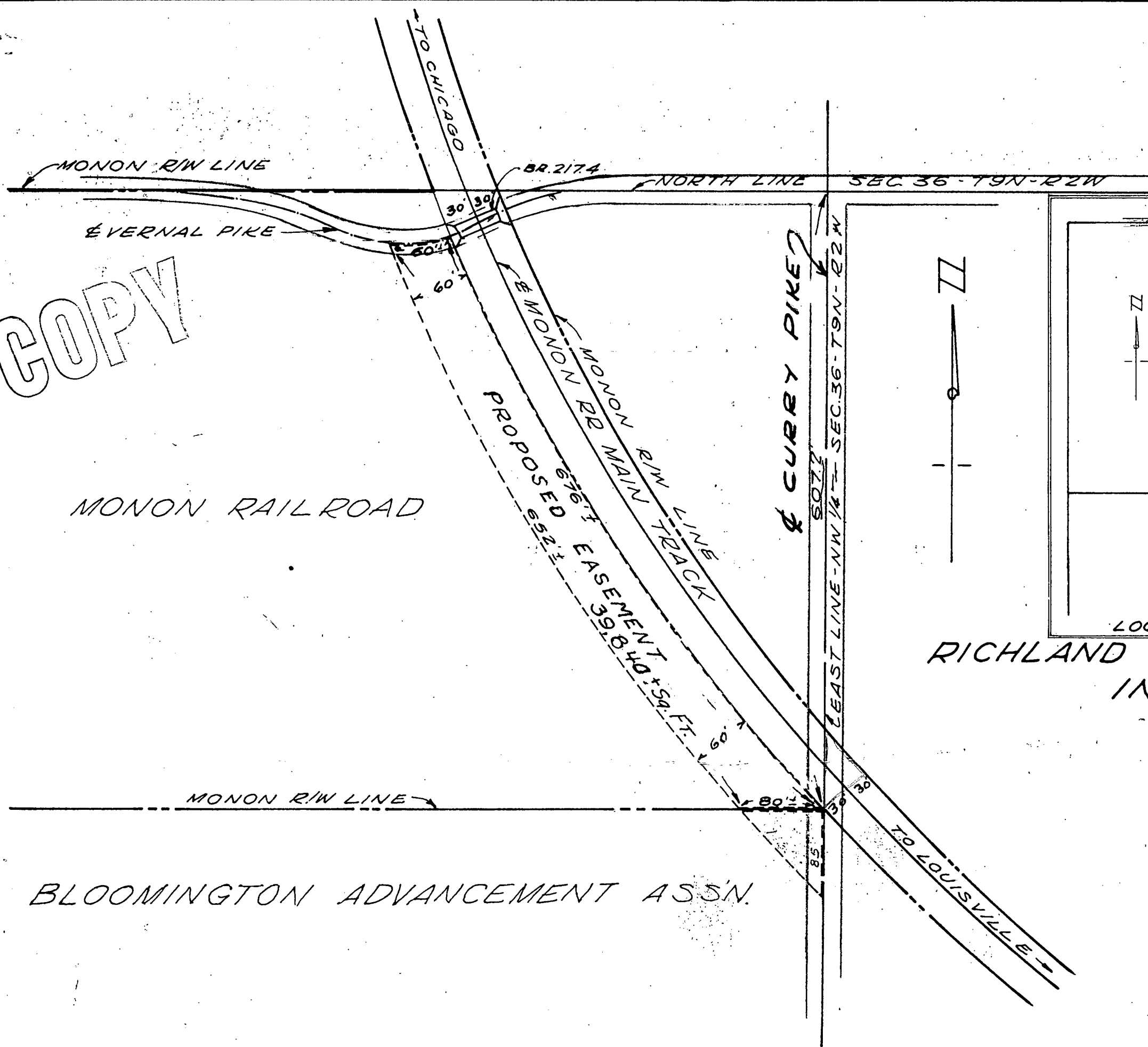
An Easement to Monroe County
for Roadway Purposes

A parcel of land sixty (60) feet in width located along and adjacent to the Monon Railroad's westerly right of way line in the Northeast Quarter (NE $\frac{1}{4}$) of the Northwest Quarter (NW $\frac{1}{4}$) of Section 36, Township 9 North, Range 2 West, Monroe County, State of Indiana, and more fully described as follows:


Beginning at a point on the east line of the NW $\frac{1}{4}$ of Section 36, Township 9 North, Range 2 West, six hundred seven and two tenths (607.2) feet south of the northeast corner of said NW $\frac{1}{4}$, running thence in a northwesterly direction on a curve to the right with a radius of 1,940 feet along the Monon Railroad's westerly right-of-way a distance of six hundred seventy-six (676) feet more or less to a point in the centerline of county road known as Vernal Pike; thence in a westerly direction along the centerline of said Vernal Pike a distance of sixty (60) feet more or less to a point sixty (60) feet westerly measured at right angles from said westerly right-of-way line; thence in a southeasterly direction on curve with a radius of 2,000 feet and parallel with the first described line a distance of six hundred fifty-two (652) feet more or less; thence east a distance of eight (80) feet more or less to point of beginning.

The above described parcel of land contains an area of 39,840 square feet, more or less, and is herewith granted for the roadway purpose only, and if this parcel ceases to be used as such, it shall revert to the Monon Railroad.

COPY



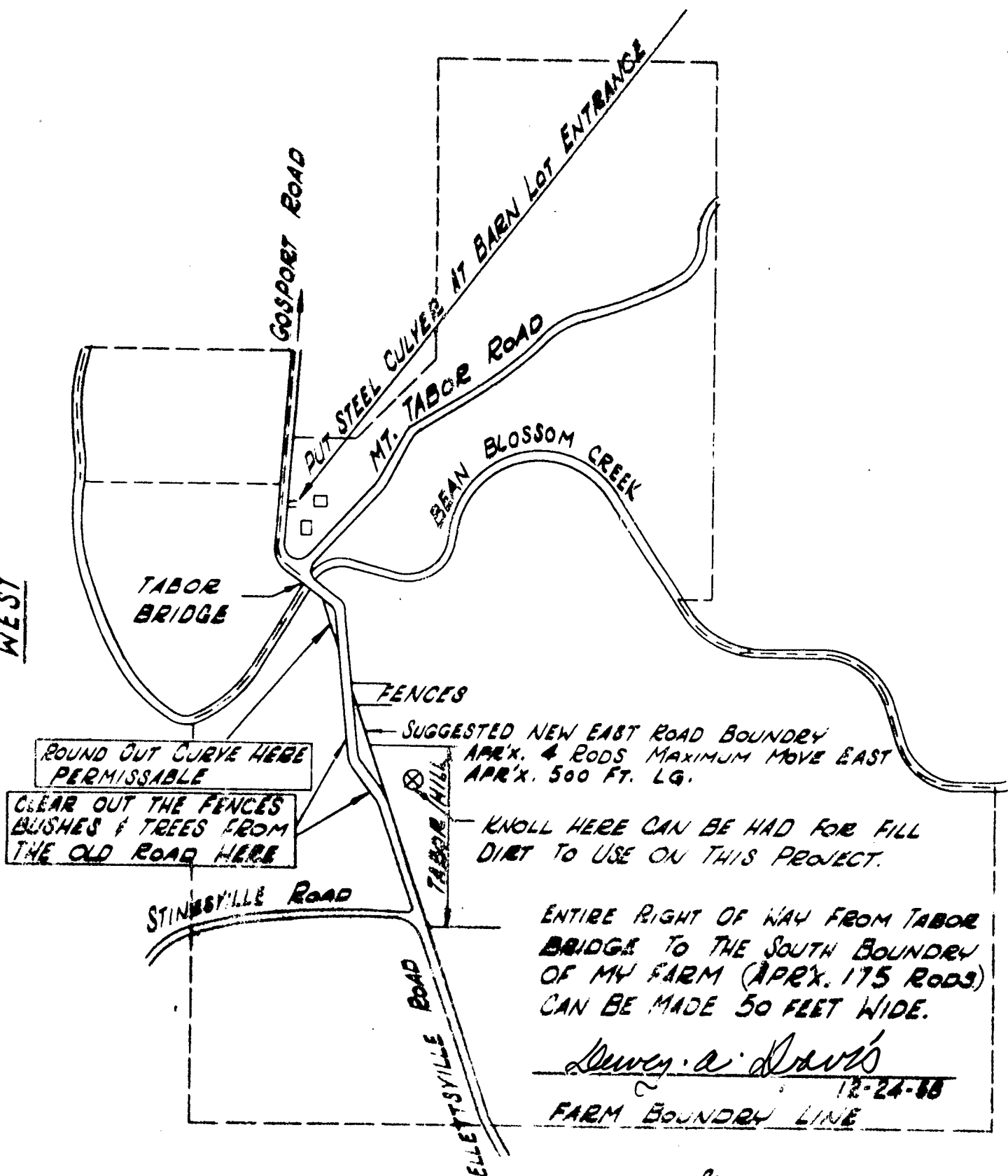
RICHLAND TWP. MONROE CO.
INDIANA

 MONON RAILROAD THE HOUSTON LINE		
60' EASEMENT (FOR HIGHWAY) TO MONROE COUNTY AT HUNTERS, IND.		
OFFICE OF CHIEF ENGINEER SCALE 1" = 100'		LAFAYETTE, INDIANA DATE 6-14-63
DRAWN RDL TRACED RDL CHECKED	VALUATION SECTION 2	DRAWING No. D-26-HE

NORTH

WEST

EAST



ALL LINES TRACED FROM AN
AERIAL PHOTOGRAPH OF FARM.

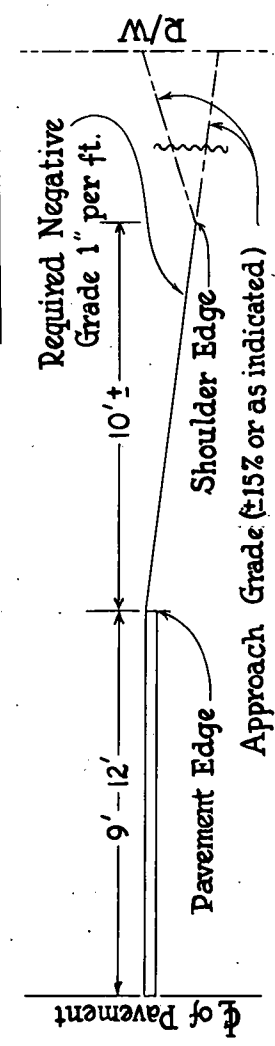
SOUTH

SCALE
0 10 20 40 60 80 RODS
1/8

1 INCH = APRX. 562 1/2 FT
1 MILE = APRX. 7 7/8 INCHES

Use sketches below when possible unless you have a special case such as a radius of more than 55' at the corner of an intersecting road or where there are more than two driveways. Fill in all blanks in the sketch which applies to your driveway and answer all questions in square at lower right hand corner.

SKETCH MUST BE FILLED OUT COMPLETELY



STATE ROUTE

Dimensions in Lineal Feet
(A) = 40' Maximum
(B) = 5' "
(C) = 30' "
(D) = 3' Minimum

(All of those which connect a state highway where raised curb is used, with a residence, barn, private garage or other improved property, and ordinarily used only by the owner or occupant of the premises, his guests and necessary service vehicles.)

CLASS - I

STATE ROUTE

Dimensions in Lineal Feet
(A) = 70' Maximum
(B) = 20' "
(C) = 30' "
(D) = 10' Minimum

(Same as Class I but located where the state highway is constructed with shoulders without raised curbs.)

CLASS - II

STATE ROUTE

Dimensions in Lineal Feet
(A) = 40' Maximum
(B1) = 5' Radius Required
(B2) = 5' Maximum
(C) = 30' Maximum
(D) = 3' Minimum
(E) = 10' "
(F) = 10' "

All of those which connect a state highway when raised curbs are used with private or public property and which are used for commercial purposes or which will ordinarily carry a much heavier traffic movement than Classes (I and II.)

CLASS - III

STATE ROUTE

Dimensions in Lineal Feet
(A) = 70' Maximum (80' if single drive)
(B1) = 20' "
(B2) = 10' "
(B3) = 30' "
(B4) = 5' "
(C) = 40' "
(D) = 10' Minimum
(E) = 10' "
(F) = 10' "

Same as Class III but located where the state highway is constructed with shoulders without raised curbs.

CLASS - IV

STATE ROUTE

Dimensions in Lineal Feet
(A) = 40' Max. where curb const. is used.
(A) = 70' " " shoulder " " "
(B) = 5' " " curb " " "
(B) = 20' " " shoulder " " "
(C) = 30' "
(D) = 10' Min. where shoulder const. is used
(D) = 3' Min. where curb const. is used

All of those connecting a state highway with vacant lots, fields and other unimproved property and not used commercially.

CLASS - V

Type of road surface _____
Width of road surface _____
Width of right of way _____
Is entrance at least 5' from adjacent property line? _____
Is any drain tile required? _____
If drain tile is required, indicate the Size, Length and Kind.
Size _____ inches, Length _____ feet.
CORRUGATED METAL, REINFORCED CONCRETE OR VITRIFIED CLAY. (Cross out all except the kind of pipe to be used.)
Approximate grade of approach _____ %
Are there any railroad crossings closer than 500'? _____ If so, state distance _____
Is sight distance along State Road at least 500' each way from approach? _____
Give type of material used in constructing driveway _____
If this is aggregate, how is it to be bound? _____
Is angle of your approach to edge of pavement 45° or more? _____
Is there a road intersection within 100'? _____
If so, give radius at road intersection _____
Does any part of approach encroach on this radius? _____
Note the following definitions:
Driveway
a. Every way or place in private ownership and used for vehicular travel. (Back of the State Highway right of way line.)
Entrance
a. The point of connection of the driveway and approach (at the State Highway right of way line).
Approach
a. A place improved for vehicular or pedestrian traffic on highway right of way which connects the travelled portion of the highway with a driveway or pedestrian walkway. (This includes the part on the right of way of the State Highway.)

Driveway Entrances and Approaches must be separated with a traffic island which must be protected by one of the methods outlined in the application. This method must be indicated on this sketch.

(n) "The permittee shall assume all responsibility for any injury or damage to persons or property resulting directly or indirectly from the construction of any approach or driveway.

(o) "The permittee shall remove or relocate any such entrances or approaches when requested to do so by the Commission in the interest of safety to highway traffic. For the purpose of Road or Bridge construction or improvement, said driveway entrances and approaches shall be removed at any time upon the request of the Indiana State Highway Commission. Permits issued for driveway entrances and approaches may be rescinded at any time by the Indiana State Highway Commission. Driveway entrances and approaches must be complete within one year after the permit is issued; otherwise, the permit will be cancelled.

(p) "All applications for permits under these regulations shall be made on a form prescribed by the Commission and be accompanied by clear drawings, preferably in ink, or blue prints, in quadruplicate, showing exact location of and naming:" (See reverse side. Where possible use sketch on back of this form using blanks to show:)

- | | |
|---|---|
| (1) Driveway and Approaches | (8) Distance from right of way line to gasoline pumps and other structures |
| (2) Property Lines | (9) Type of surface and width of driveways |
| (3) Right of Way Lines | (10) Type of surface and width of approaches |
| (4) Intersecting roads, streets or railways within five hundred (500) feet | (11) Proposed turning radii |
| (5) Width of right of way | (12) Proposed treatment of right of way area adjacent to and between approaches |
| (6) Width and type of road surface | (13) Rate of slope or grade of approaches and driveways |
| (7) Necessary and existing pipe, tile or other drains stating size and kind | |

On receipt and approval of such application, a tentative permit shall be granted for construction. A final permit will be granted when construction has been completed to the satisfaction of the Commission.

(q) "The Commission requires a performance bond with each application for a Commercial driveway. A minimum bond of \$2500.00 is required, and the amount to be increased to equal the estimated cost of that part of the project on the State Highway right-of-way. A bond may also be required at the Commission's discretion on applications for private driveways. Such bonds are required to insure compliance with all terms of the permit, and shall be released only when the work described on the permit has been completed to the satisfaction of the Commission.

(r) "Any two approaches shall be at least ten (10) feet apart, and shall be so constructed as to clearly define the approach area and leave the area between and adjacent to the approaches unimproved for vehicular travel. Such unimproved area shall not be used by vehicles in any way and the addition of any material by the permittee to provide for such use is expressly prohibited.

"Where curb cuts are required, raised curb shall be constructed around the five (5) feet radius between the pavement edge and approach edge on each side of the approach. Where curb cuts are not required, maximum permissible turning radii as provided in Section 5 may be used. Turning radii of adjacent approaches may be tangent at the same point on the right of way line or at the pavement edge; the two turning radii on one side of an approach may be tangent at the same point at the approach edge; thus making the unimproved area between approaches oval or circular in shape, with a minimum length of ten (10) feet, measured parallel to the pavement, at its longest point.

"The right of way area adjacent to or between the approaches may be graded at the permittee's expense, subject to drainage requirements as determined by the Commission. The permittee may plant in this area, grass, flowers, or low growing shrubs that never attain sufficient height to obstruct clear vision in any direction. He shall prevent encroachment on this restricted area by such use of any of the following seven optional methods of protection as may be necessary to keep all vehicles in their proper paths. (Except in cases where it is more practical to use a longer radius as specified by the Commission).

(a) "Concrete curbs, six (6) inches high not closer to highway pavement than designed edge of shoulders or existing adjacent curb. Curb face to be sloped back at least two (2) inches. It shall be placed immediately adjacent to edge of approach pavement.

(b) "Wood posts, five (5) feet apart, with tops five (5) inches to seven (7) inches in diameter, thirty (30) inches below and eighteen (18) inches above the ground; top six (6) inches painted black and next twelve (12) inches white, placed along the shoulder line only. One or more of the other options shall be used to supplement the line of posts if additional protection is needed, placing them at the shoulder or right of way line and eighteen (18) inches from the approach surface.

(c) "Boulders, six to twelve (6 to 12) inches high, touching each other, placed in same relation to surface edge as in (b). They must be whitewashed or painted white.

(d) "Logs, six to eight (6 to 8) inches in diameter, firmly staked in place, whitewashed or painted white, and placed as nearly as possible as in (b).

(e) "Flexible Steel Guardrail, design and construction to comply with the Commission's standard specifications.

(f) "Masonry walls not over eight (8) inches high, with face sloped back at least three (3) inches and placed as in (b).

(g) "Low growing hedge plants or other evergreen or deciduous shrubs that do not grow to a height great enough to obstruct vision in any direction.

The drawing accompanying this application for permit shall show exactly how it is proposed to apply the method selected. If encroachment develops the need for additional protection it shall be provided promptly by the permittee.

Section 5. "The driveways, entrances and approaches in the various classes shall be subject to the following: Special Requirements and Restrictions

- | | | |
|-----------|---|----------|
| Class I | (a) Maximum permitted width of approach | 30 feet |
| | (b) Maximum turning radius at pavement edge | 5 feet |
| Class II | (a) Maximum permitted width of approach | 30 feet |
| | (b) Maximum turning radius at pavement edge | 20 feet |
| Class III | (a) Maximum permitted width of approach | 30 feet |
| | (b) Turning radius required at pavement edge | 5 feet |
| | (c) Maximum radius permitted at right of way | 5 feet |
| Class IV | (a) Maximum permitted width of approach | 40 feet |
| | (b) Maximum turning Radii | |
| | 1. Between pavement edge and outside edge of approach | 20 feet |
| | 2. Between pavement edge and inside edge of approach | 10 feet |
| | (Inside edge is edge adjacent to separating area where two drives are constructed.) | |
| | 3. Between right of way line and outside edge of approach | 5 feet |
| | 4. Between right of way line and inside edge of approach | 30 feet |
| Class V | (a) Maximum permitted width of approach | 30 feet |
| | (b) Maximum turning radius at pavement edge | |
| | 1. Where curb construction is used | 5 feet |
| | 2. Where shoulder construction is used | 20 feet" |

Is sketch attached in accordance with Section 3 (p) ?

Final approval will not be given until work as outlined above is completed to the satisfaction of the Indiana State Highway Commission. Applicant will notify State Highway Superintendent when said work is complete and ready for inspection. (City officials must approve this application if alley is used as part of private driveway.) If this is located inside city limits proper authority must also be secured from city.

_____ Superintendent	Print _____ Name of Applicant or Name of Company
_____ District Engineer	Signature of Applicant or Company Representative
_____ Superintendent of Maintenance	Address _____ (Give Complete Post Office Address for Mailing Purposes)



Monroe Co Sheriff
100 Block S Walnut

Number _____
District _____
Sub-District _____

APPLICATION FOR A PERMIT TO CONSTRUCT A DRIVEWAY ENTRANCE AND APPROACH

TO THE INDIANA STATE HIGHWAY COMMISSION

Division of Maintenance
Indianapolis, Indiana

_____, Indiana _____, 19____

I hereby make application for a permit to construct a driveway entrance and approach on—LOCATION: State Road No.

_____, Sec. _____, at the following described location:

On which side of road (North, South, East or West) ? _____

Is it necessary to make any cut in the right of way outside the driveway limits? _____ If so, give exact LENGTH

_____ WIDTH _____ DISTANCE FROM EDGE ROAD SURFACE _____

Indicate with a check mark class applied for:—

Class I () "All of those which connect a state highway where raised curb is used with a residence, barn, private garage or other improved property and ordinary used only by the owner or occupant of the premises, his guests and necessary service vehicles.

Class II () "Same as Class I but located where the state highway is constructed with shoulders without raised curbs.

Class III () "All of those which connect a state highway when raised curbs are used with private or public property and which are used for commercial purposes or which will ordinarily carry a much heavier traffic movement than Classes I and II.

Class IV () "Same as Class III but located where the state highway is constructed with shoulders without raised curbs.

Class V () "All of those connecting a state highway with vacant lots, fields and other unimproved property and not used commercially."

Purpose of Driveway: _____

If this is a driveway entrance and approach to a filling station or to gasoline pumps, have you secured permission from the State Fire Marshal's Office? _____ This must be done before application will be approved by the Indiana State Highway Commission.

If this application to construct a driveway entrance and approach is granted, the applicant agrees to the following applicable provisions:

Following Regulations officially Adopted in Accordance with Chapter 48, Acts 1939:—Section 3. The following general regulations shall apply to all classes designated in Section 2.

(a) "No portion of any approach at the intersection of streets or highways shall encroach upon the right of way area between lines drawn to the pavement edge perpendicular to the right of way lines, from points on the right of way lines ten feet back from the point of intersection of the said right of way lines or their prolongation, where shoulder construction is used, or three feet back from said point of intersection where raised curbs are used: Provided that no part of any such approach shall encroach on any intersection turning area with an edge radius of fifty-five (55) feet or less or interfere with sight distance, easy turning or traffic movement within the highway or street intersection: Provided, further, that alleys shall not be considered to be streets and may, with the consent of local authorities, be included in approaches but in such cases the maximum dimensions shall not exceed those permitted for other approaches in the same class. Where the alley is not included the entrance must be a minimum of five (5) feet from the nearest boundary line of the alley. Any approach may, subject to other limitations in these regulations, be constructed at any angle to the pavement edge from forty-five (45) degrees to ninety (90) degrees but none shall be permitted below forty-five (45) degrees.

(b) "No entrance shall be closer than five (5) feet to adjacent property line and no approach shall be so constructed that any part of the same extends in front of property belonging to a person other than the permittee unless both property owners sign a joint application for a permit.

(c) "Gasoline pumps or similar facilities served by such driveways and approaches shall be a minimum of ten (10) feet from the right of way line of the highway and no approach shall be constructed in front of any such facility which is less than ten (10) feet from the right of way line.

(d) "All drainage pipes or tile used in the construction of driveways and approaches shall be a minimum of twelve (12) inches in diameter and as much larger as the Commission shall deem necessary for proper drainage, and on all new driveways and approaches shall be furnished by the permittee. All pipe or tile and other drainage structures used shall meet the approval of the Commission as to type, quality, size and length.

(e) "All driveways and approaches shall be so constructed that they shall not interfere with drainage of the street or highway. If it is proposed to construct any portion of an approach on a slope or grade greater than fifteen (15) percent, the grade or slope shall be designated on the application. If no designation of grade is shown on the application, the approach shall not be constructed on a grade greater than fifteen (15) percent.

(f) "No more entrances or approaches shall be permitted connecting any state highway with any single property than are necessary to adequately accommodate the traffic that may reasonably be expected.

(g) "The construction of such driveways and approaches shall not interfere with any existing structure on any state highway right of way without specific permission in writing from the Commission or other owner thereof.

(h) "All entrances and approaches shall be so located as to provide adequate sight distance in both directions along the highway for safe access to the highway without interfering with traffic on the highway.

(i) "No entrance or approach shall be located or constructed so as to interfere with or prevent the proper location of necessary highway signs.

(j) "The permittee shall assume responsibility for all maintenance of such approaches from the right of way line to a point thirty (30) inches from the edge of the traveled roadway. If the approach or driveway is built of loose aggregate, said aggregate shall be bound with some material so as to prevent loose aggregate from being carried onto the highway pavement, or the permittee shall keep the pavement free of loose aggregate at all times.

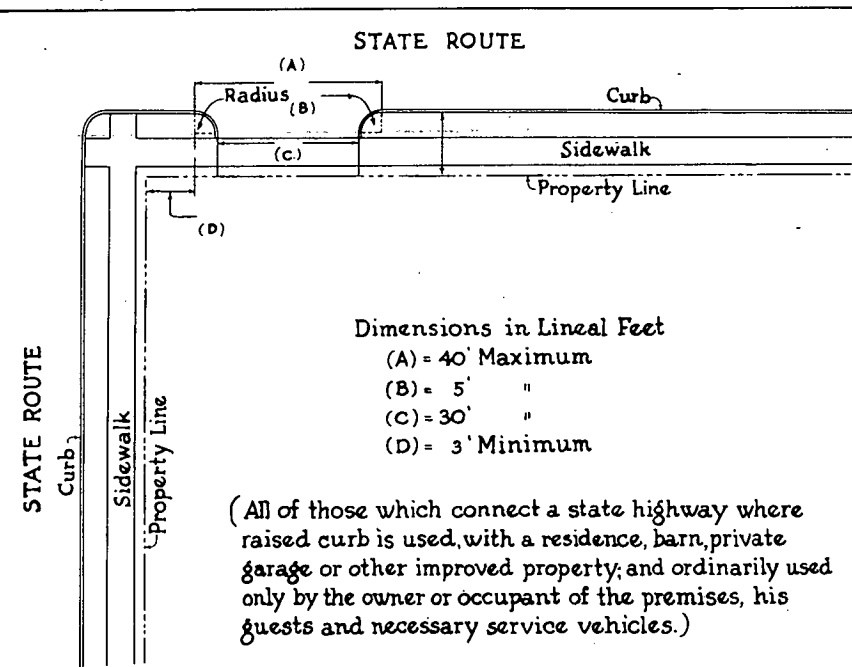
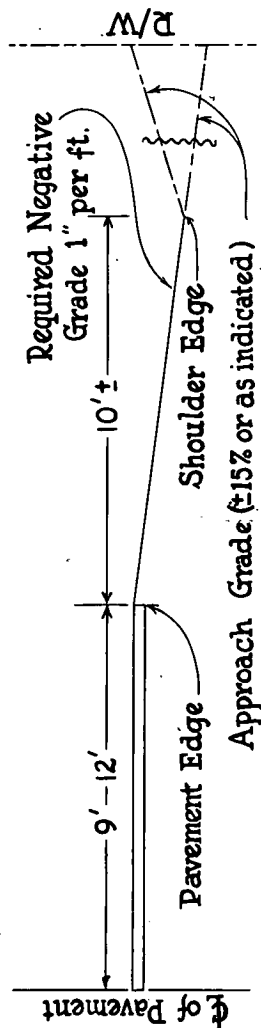
(k) "No such entrance or approach shall be relocated or its dimensions altered without written permission of the Commission.

(l) "On the day preceding the beginning of work under any permit for approach construction, the permittee shall secure special permission to proceed from the local Commission representative in charge.

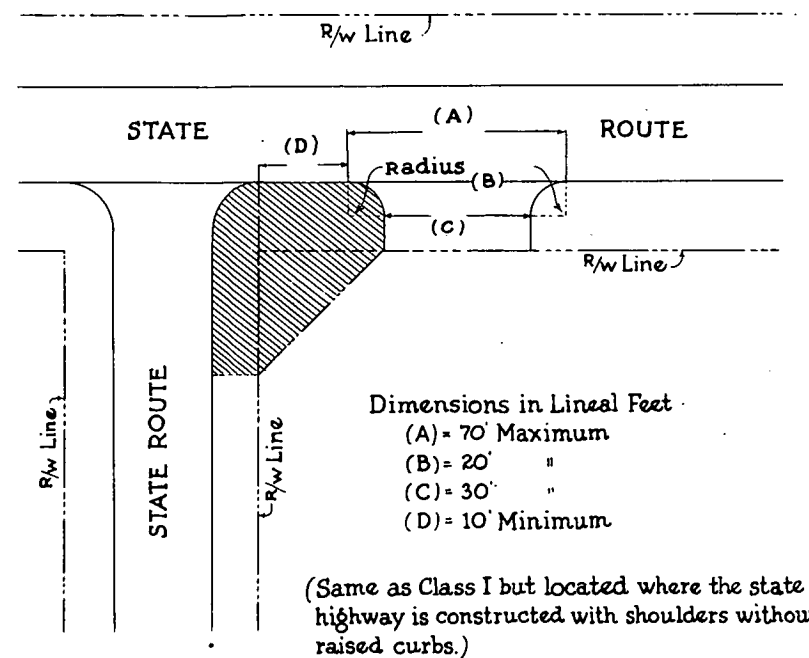
(m) "Maximum permitted widths as set out herein under Special Requirements and Restrictions shall apply from the pavement edge of the highway to the right of way line except as such maximum widths are increased by permissible radii. Widths shall always be measured parallel to the highway pavement.

Use sketches below when possible unless you have a special case such as a radius of more than 55' at the corner of an intersecting road or where there are more than two driveways. Fill in all blanks in the sketch which applies to your driveway and answer all questions in square at lower right hand corner.

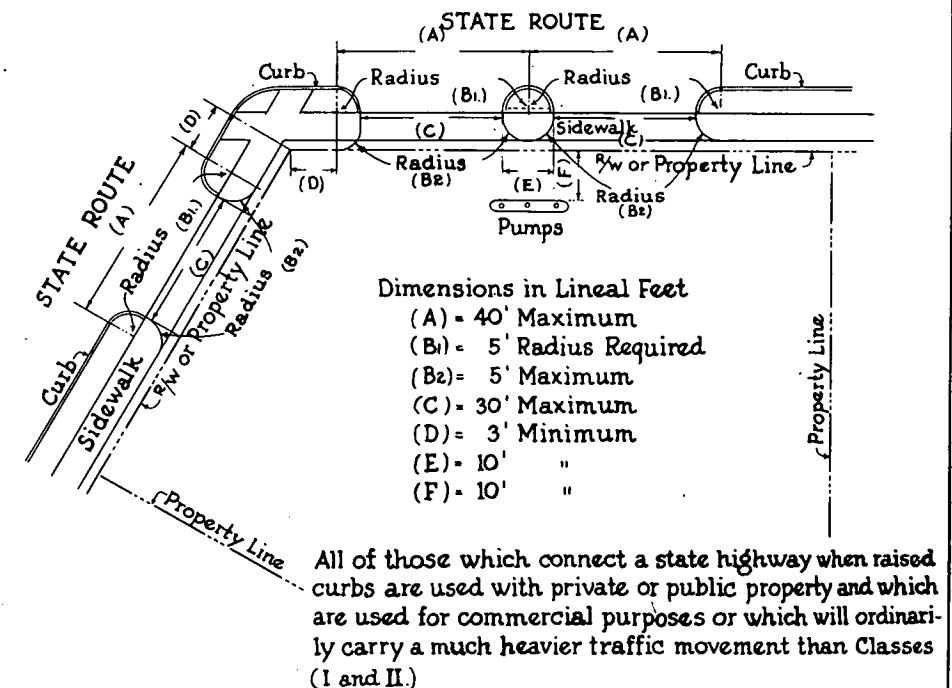
SKETCH MUST BE FILLED OUT COMPLETELY



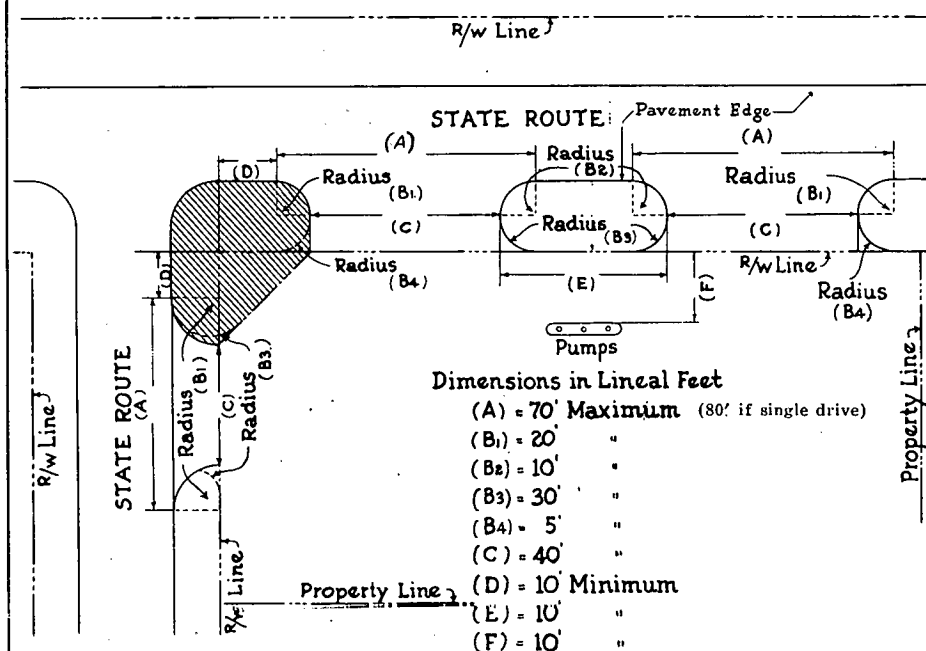
CLASS - I



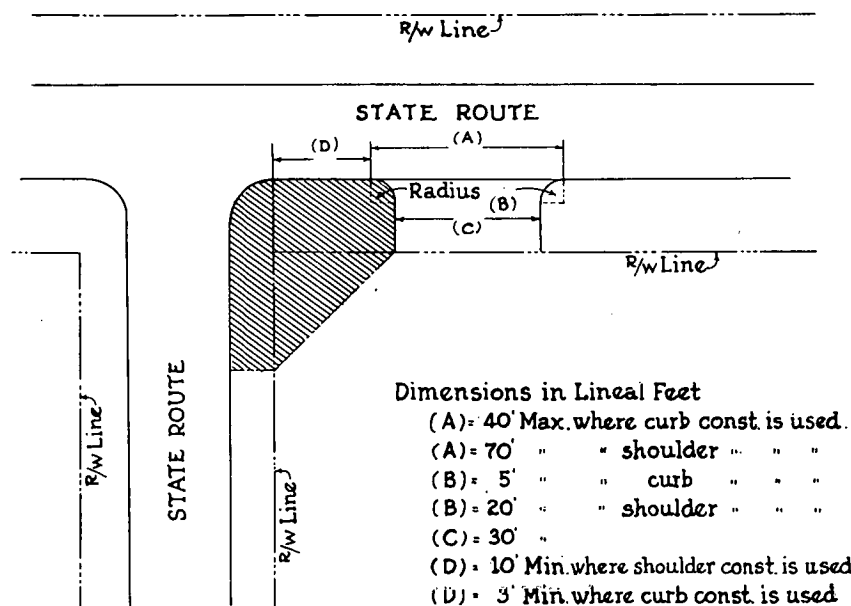
CLASS - II



CLASS - III



CLASS - IV



CLASS - V

Type of road surface _____

Width of road surface _____

Width of right of way _____

Is entrance at least 5' from adjacent property line? _____

Is any drain tile required? _____

If drain tile is required, indicate the Size, Length and Kind.

Size _____ inches, Length _____ feet.

CORRUGATED METAL, REINFORCED CONCRETE OR VITRIFIED CLAY. (Cross out all except the kind of pipe to be used.)

Approximate grade of approach _____ %

Are there any railroad crossings closer than 500'? _____ If so, state distance _____

Is sight distance along State Road at least 500' each way from approach? _____

Give type of material used in constructing driveway _____

If this is aggregate, how is it to be bound? _____

Is angle of your approach to edge of pavement 45° or more? _____

Is there a road intersection within 100'? _____

If so, give radius at road intersection _____

Does any part of approach encroach on this radius? _____

Note the following definitions:

Driveway

- a. Every way or place in private ownership and used for vehicular travel. (Back of the State Highway right of way line.)

Entrance

- a. The point of connection of the driveway and approach (at the State Highway right of way line.)

Approach

- a. A place improved for vehicular or pedestrian traffic on highway right of way which connects the travelled portion of the highway with a driveway or pedestrian walkway. (This includes the part on the right of way of the State Highway.)

Driveway Entrances and Approaches must be separated with a traffic island which must be protected by one of the methods outlined in the application. This method must be indicated on this sketch.

(n) "The permittee shall assume all responsibility for any injury or damage to persons or property resulting directly or indirectly from the construction of any approach or driveway.

(o) "The permittee shall remove or relocate any such entrances or approaches when requested to do so by the Commission in the interest of safety to highway traffic. For the purpose of Road or Bridge construction or improvement, said driveway entrances and approaches shall be removed at any time upon the request of the Indiana State Highway Commission. Permits issued for driveway entrances and approaches may be rescinded at any time by the Indiana State Highway Commission. Driveway entrances and approaches must be complete within one year after the permit is issued; otherwise, the permit will be cancelled.

(p) "All applications for permits under these regulations shall be made on a form prescribed by the Commission and be accompanied by clear drawings, preferably in ink, or blue prints, in quadruplicate, showing exact location of and naming:" (See reverse side. Where possible use sketch on back of this form using blanks to show:)

- | | |
|---|---|
| (1) Driveway and Approaches | (8) Distance from right of way line to gasoline pumps and other structures |
| (2) Property Lines | (9) Type of surface and width of driveways |
| (3) Right of Way Lines | (10) Type of surface and width of approaches |
| (4) Intersecting roads, streets or railways within five hundred (500) feet | (11) Proposed turning radii |
| (5) Width of right of way | (12) Proposed treatment of right of way area adjacent to and between approaches |
| (6) Width and type of road surface | (13) Rate of slope or grade of approaches and driveways |
| (7) Necessary and existing pipe, tile or other drains stating size and kind | |

On receipt and approval of such application, a tentative permit shall be granted for construction. A final permit will be granted when construction has been completed to the satisfaction of the Commission.

(q) "The Commission requires a performance bond with each application for a Commercial driveway. A minimum bond of \$2500.00 is required, and the amount to be increased to equal the estimated cost of that part of the project on the State Highway right-of-way. A bond may also be required at the Commission's discretion on applications for private driveways. Such bonds are required to insure compliance with all terms of the permit, and shall be released only when the work described on the permit has been completed to the satisfaction of the Commission.

(r) "Any two approaches shall be at least ten (10) feet apart, and shall be so constructed as to clearly define the approach area and leave the area between and adjacent to the approaches unimproved for vehicular travel. Such unimproved area shall not be used by vehicles in any way and the addition of any material by the permittee to provide for such use is expressly prohibited.

"Where curb cuts are required, raised curb shall be constructed around the five (5) feet radius between the pavement edge and approach edge on each side of the approach. Where curb cuts are not required, maximum permissible turning radii as provided in Section 5 may be used. Turning radii of adjacent approaches may be tangent at the same point on the right of way line or at the pavement edge; the two turning radii on one side of an approach may be tangent at the same point at the approach edge; thus making the unimproved area between approaches oval or circular in shape, with a minimum length of ten (10) feet, measured parallel to the pavement, at its longest point.

"The right of way area adjacent to or between the approaches may be graded at the permittee's expense, subject to drainage requirements as determined by the Commission. The permittee may plant in this area, grass, flowers, or low growing shrubs that never attain sufficient height to obstruct clear vision in any direction. He shall prevent encroachment on this restricted area by such use of any of the following seven optional methods of protection as may be necessary to keep all vehicles in their proper paths. (Except in cases where it is more practical to use a longer radius as specified by the Commission).

(a) "Concrete curbs, six (6) inches high not closer to highway pavement than designed edge of shoulders or existing adjacent curb. Curb face to be sloped back at least two (2) inches. It shall be placed immediately adjacent to edge of approach pavement.

(b) "Wood posts, five (5) feet apart, with tops five (5) inches to seven (7) inches in diameter, thirty (30) inches below and eighteen (18) inches above the ground; top six (6) inches painted black and next twelve (12) inches white, placed along the shoulder line only. One or more of the other options shall be used to supplement the line of posts if additional protection is needed, placing them at the shoulder or right of way line and eighteen (18) inches from the approach surface.

(c) "Boulders, six to twelve (6 to 12) inches high, touching each other, placed in same relation to surface edge as in (b). They must be whitewashed or painted white.

(d) "Logs, six to eight (6 to 8) inches in diameter, firmly staked in place, whitewashed or painted white, and placed as nearly as possible as in (b).

(e) "Flexible Steel Guardrail, design and construction to comply with the Commission's standard specifications.

(f) "Masonry walls not over eight (8) inches high, with face sloped back at least three (3) inches and placed as in (b).

(g) "Low growing hedge plants or other evergreen or deciduous shrubs that do not grow to a height great enough to obstruct vision in any direction.

The drawing accompanying this application for permit shall show exactly how it is proposed to apply the method selected. If encroachment develops the need for additional protection it shall be provided promptly by the permittee.

Section 5. "The driveways, entrances and approaches in the various classes shall be subject to the following: Special Requirements and Restrictions

Class I	(a) Maximum permitted width of approach	30 feet
	(b) Maximum turning radius at pavement edge	5 feet
Class II	(a) Maximum permitted width of approach	30 feet
	(b) Maximum turning radius at pavement edge	20 feet
Class III	(a) Maximum permitted width of approach	30 feet
	(b) Turning radius required at pavement edge	5 feet
	(c) Maximum radius permitted at right of way	5 feet
	(d) Maximum permitted width of approach	40 feet
Class IV	(a) Maximum permitted width of approach	40 feet
	(b) Maximum turning Radii	
	1. Between pavement edge and outside edge of approach	20 feet
	2. Between pavement edge and inside edge of approach	10 feet
	(Inside edge is edge adjacent to separating area where two drives are constructed.)	
Class V	(a) Maximum permitted width of approach	30 feet
	(b) Maximum turning radius at pavement edge	
	1. Where curb construction is used	5 feet
	2. Where shoulder construction is used	20 feet"

Is sketch attached in accordance with Section 3 (p) ? _____

Final approval will not be given until work as outlined above is completed to the satisfaction of the Indiana State Highway Commission. Applicant will notify State Highway Superintendent when said work is complete and ready for inspection. (City officials must approve this application if alley is used as part of private driveway.) If this is located inside city limits proper authority must also be secured from city.

_____ Superintendent	Print Name of Applicant or Name of Company
_____ District Engineer	Signature of Applicant or Company Representative
_____ Superintendent of Maintenance	Address (Give Complete Post Office Address for Mailing Purposes)



Number _____
District _____
Sub-District _____

APPLICATION FOR A PERMIT TO CONSTRUCT A DRIVEWAY ENTRANCE AND APPROACH

TO THE INDIANA STATE HIGHWAY COMMISSION
Division of Maintenance
Indianapolis, Indiana

_____, Indiana _____, 19____

I hereby make application for a permit to construct a driveway entrance and approach on—LOCATION: State Road No. _____, Sec. _____, at the following described location: _____

On which side of road (North, South, East or West) ? _____

Is it necessary to make any cut in the right of way outside the driveway limits? _____ If so, give exact LENGTH _____

_____ WIDTH _____ DISTANCE FROM EDGE ROAD SURFACE _____

Indicate with a check mark class applied for:—

Class I () "All of those which connect a state highway where raised curb is used with a residence, barn, private garage or other improved property and ordinary used only by the owner or occupant of the premises, his guests and necessary service vehicles.

Class II () "Same as Class I but located where the state highway is constructed with shoulders without raised curbs.

Class III () "All of those which connect a state highway when raised curbs are used with private or public property and which are used for commercial purposes or which will ordinarily carry a much heavier traffic movement than Classes I and II.

Class IV () "Same as Class III but located where the state highway is constructed with shoulders without raised curbs.

Class V () "All of those connecting a state highway with vacant lots, fields and other unimproved property and not used commercially."

Purpose of Driveway: _____

If this is a driveway entrance and approach to a filling station or to gasoline pumps, have you secured permission from the State Fire Marshal's Office? _____ This must be done before application will be approved by the Indiana State Highway Commission.

If this application to construct a driveway entrance and approach is granted, the applicant agrees to the following applicable provisions:

Following Regulations officially Adopted in Accordance with Chapter 48, Acts 1939:—Section 3. The following general regulations shall apply to all classes designated in Section 2.

(a) "No portion of any approach at the intersection of streets or highways shall encroach upon the right of way area between lines drawn to the pavement edge perpendicular to the right of way lines, from points on the right of way lines ten feet back from the point of intersection of the said right of way lines or their prolongation, where shoulder construction is used, or three feet back from said point of intersection where raised curbs are used: Provided that no part of any such approach shall encroach on any intersection turning area with an edge radius of fifty-five (55) feet or less or interfere with sight distance, easy turning or traffic movement within the highway or street intersection: Provided, further, that alleys shall not be considered to be streets and may, with the consent of local authorities, be included in approaches but in such cases the maximum dimensions shall not exceed those permitted for other approaches in the same class. Where the alley is not included the entrance must be a minimum of five (5) feet from the nearest boundary line of the alley. Any approach may, subject to other limitations in these regulations, be constructed at any angle to the pavement edge from forty-five (45) degrees to ninety (90) degrees but none shall be permitted below forty-five (45) degrees.

(b) "No entrance shall be closer than five (5) feet to adjacent property line and no approach shall be so constructed that any part of the same extends in front of property belonging to a person other than the permittee unless both property owners sign a joint application for a permit.

(c) "Gasoline pumps or similar facilities served by such driveways and approaches shall be a minimum of ten (10) feet from the right of way line of the highway and no approach shall be constructed in front of any such facility which is less than ten (10) feet from the right of way line.

(d) "All drainage pipes or tile used in the construction of driveways and approaches shall be a minimum of twelve (12) inches in diameter and as much larger as the Commission shall deem necessary for proper drainage, and on all new driveways and approaches shall be furnished by the permittee. All pipe or tile and other drainage structures used shall meet the approval of the Commission as to type, quality, size and length.

(e) "All driveways and approaches shall be so constructed that they shall not interfere with drainage of the street or highway. If it is proposed to construct any portion of an approach on a slope or grade greater than fifteen (15) percent, the grade or slope shall be designated on the application. If no designation of grade is shown on the application, the approach shall not be constructed on a grade greater than fifteen (15) percent.

(f) "No more entrances or approaches shall be permitted connecting any state highway with any single property than are necessary to adequately accommodate the traffic that may reasonably be expected.

(g) "The construction of such driveways and approaches shall not interfere with any existing structure on any state highway right of way without specific permission in writing from the Commission or other owner thereof.

(h) "All entrances and approaches shall be so located as to provide adequate sight distance in both directions along the highway for safe access to the highway without interfering with traffic on the highway.

(i) "No entrance or approach shall be located or constructed so as to interfere with or prevent the proper location of necessary highway signs.

(j) "The permittee shall assume responsibility for all maintenance of such approaches from the right of way line to a point thirty (30) inches from the edge of the traveled roadway. If the approach or driveway is built of loose aggregate, said aggregate shall be bound with some material so as to prevent loose aggregate from being carried onto the highway pavement, or the permittee shall keep the pavement free of loose aggregate at all times.

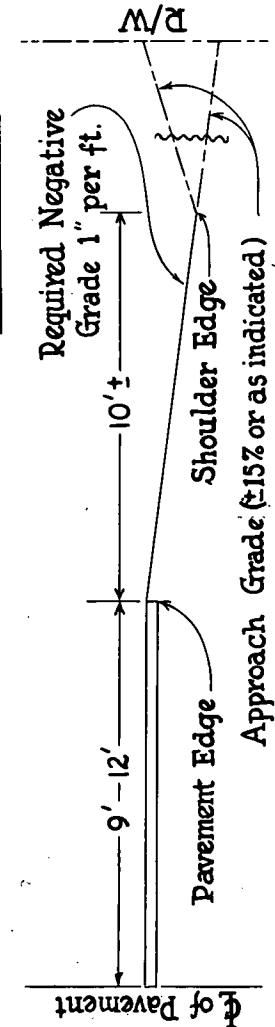
(k) "No such entrance or approach shall be relocated or its dimensions altered without written permission of the Commission.

(l) "On the day preceding the beginning of work under any permit for approach construction, the permittee shall secure special permission to proceed from the local Commission representative in charge.

(m) "Maximum permitted widths as set out herein under Special Requirements and Restrictions shall apply from the pavement edge of the highway to the right of way line except as such maximum widths are increased by permissible radii. Widths shall always be measured parallel to the highway pavement.

Use sketches below when possible unless you have a special case such as a radius of more than 55' at the corner of an intersecting road or where there are more than two driveways. Fill in all blanks in the sketch which applies to your driveway and answer all questions in square at lower right hand corner.

SKETCH MUST BE FILLED OUT COMPLETELY



STATE ROUTE

Dimensions in Lineal Feet
(A) = 40' Maximum
(B) = 5' "
(C) = 30' "
(D) = 3' Minimum

(All of those which connect a state highway where raised curb is used, with a residence, barn, private garage or other improved property, and ordinarily used only by the owner or occupant of the premises, his guests and necessary service vehicles.)

CLASS - I

STATE ROUTE

Dimensions in Lineal Feet
(A) = 70' Maximum
(B) = 20' "
(C) = 30' "
(D) = 10' Minimum

(Same as Class I but located where the state highway is constructed with shoulders without raised curbs.)

CLASS - II

STATE ROUTE

Dimensions in Lineal Feet
(A) = 40' Maximum
(B1) = 5' Radius Required
(B2) = 5' Maximum
(C) = 30' Maximum
(D) = 3' Minimum
(E) = 10' "
(F) = 10' "

All of those which connect a state highway when raised curbs are used with private or public property and which are used for commercial purposes or which will ordinarily carry a much heavier traffic movement than Classes (I and II.)

CLASS - III

STATE ROUTE

Dimensions in Lineal Feet
(A) = 70' Maximum (80' if single drive)
(B1) = 20' "
(B2) = 10' "
(B3) = 30' "
(B4) = 5' "
(C) = 40' "
(D) = 10' Minimum
(E) = 10' "
(F) = 10' "

Same as Class III but located where the state highway is constructed with shoulders without raised curbs.

CLASS - IV

STATE ROUTE

Dimensions in Lineal Feet
(A) = 40' Max. where curb const. is used.
(A) = 70' " " shoulder " " "
(B) = 5' " " curb " " "
(B) = 20' " " shoulder " " "
(C) = 30' "
(D) = 10' Min. where shoulder const. is used
(D) = 3' Min. where curb const. is used

All of those connecting a state highway with vacant lots, fields and other unimproved property and not used commercially.

CLASS - V

Type of road surface _____
Width of road surface _____
Width of right of way _____
Is entrance at least 5' from adjacent property line? _____
Is any drain tile required? _____
If drain tile is required, indicate the Size, Length and Kind.
Size _____ inches, Length _____ feet.
CORRUGATED METAL, REINFORCED CONCRETE OR VITRIFIED CLAY. (Cross out all except the kind of pipe to be used.)
Approximate grade of approach _____ %
Are there any railroad crossings closer than 500'? _____ If so, state distance _____
Is sight distance along State Road at least 500' each way from approach? _____
Give type of material used in constructing driveway _____
If this is aggregate, how is it to be bound? _____
Is angle of your approach to edge of pavement 45° or more? _____
Is there a road intersection within 100'? _____
If so, give radius at road intersection _____
Does any part of approach encroach on this radius? _____
Note the following definitions:
Driveway
a. Every way or place in private ownership and used for vehicular travel. (Back of the State Highway right of way line.)
Entrance
a. The point of connection of the driveway and approach (at the State Highway right of way line).
Approach
a. A place improved for vehicular or pedestrian traffic on highway right of way which connects the travelled portion of the highway with a driveway or pedestrian walkway. (This includes the part on the right of way of the State Highway.)

Driveway Entrances and Approaches must be separated with a traffic island which must be protected by one of the methods outlined in the application. This method must be indicated on this sketch.

(n) "The permittee shall assume all responsibility for any injury or damage to persons or property resulting directly or indirectly from the construction of any approach or driveway.

(o) "The permittee shall remove or relocate any such entrances or approaches when requested to do so by the Commission in the interest of safety to highway traffic. For the purpose of Road or Bridge construction or improvement, said driveway entrances and approaches shall be removed at any time upon the request of the Indiana State Highway Commission. Permits issued for driveway entrances and approaches may be rescinded at any time by the Indiana State Highway Commission. Driveway entrances and approaches must be complete within one year after the permit is issued; otherwise, the permit will be cancelled.

(p) "All applications for permits under these regulations shall be made on a form prescribed by the Commission and be accompanied by clear drawings, preferably in ink, or blue prints, in quadruplicate, showing exact location of and naming:" (See reverse side. Where possible use sketch on back of this form using blanks to show:)

- | | |
|---|---|
| (1) Driveway and Approaches | (8) Distance from right of way line to gasoline pumps and other structures |
| (2) Property Lines | (9) Type of surface and width of driveways |
| (3) Right of Way Lines | (10) Type of surface and width of approaches |
| (4) Intersecting roads, streets or railways within five hundred (500) feet | (11) Proposed turning radii |
| (5) Width of right of way | (12) Proposed treatment of right of way area adjacent to and between approaches |
| (6) Width and type of road surface | (13) Rate of slope or grade of approaches and driveways |
| (7) Necessary and existing pipe, tile or other drains stating size and kind | |

On receipt and approval of such application, a tentative permit shall be granted for construction. A final permit will be granted when construction has been completed to the satisfaction of the Commission.

(q) "The Commission requires a performance bond with each application for a Commercial driveway. A minimum bond of \$2500.00 is required, and the amount to be increased to equal the estimated cost of that part of the project on the State Highway right-of-way. A bond may also be required at the Commission's discretion on applications for private driveways. Such bonds are required to insure compliance with all terms of the permit, and shall be released only when the work described on the permit has been completed to the satisfaction of the Commission.

(r) "Any two approaches shall be at least ten (10) feet apart, and shall be so constructed as to clearly define the approach area and leave the area between and adjacent to the approaches unimproved for vehicular travel. Such unimproved area shall not be used by vehicles in any way and the addition of any material by the permittee to provide for such use is expressly prohibited.

"Where curb cuts are required, raised curb shall be constructed around the five (5) feet radius between the pavement edge and approach edge on each side of the approach. Where curb cuts are not required, maximum permissible turning radii as provided in Section 5 may be used. Turning radii of adjacent approaches may be tangent at the same point on the right of way line or at the pavement edge; the two turning radii on one side of an approach may be tangent at the same point at the approach edge; thus making the unimproved area between approaches oval or circular in shape, with a minimum length of ten (10) feet, measured parallel to the pavement, at its longest point.

"The right of way area adjacent to or between the approaches may be graded at the permittee's expense, subject to drainage requirements as determined by the Commission. The permittee may plant in this area, grass, flowers, or low growing shrubs that never attain sufficient height to obstruct clear vision in any direction. He shall prevent encroachment on this restricted area by such use of any of the following seven optional methods of protection as may be necessary to keep all vehicles in their proper paths. (Except in cases where it is more practical to use a longer radius as specified by the Commission).

(a) "Concrete curbs, six (6) inches high not closer to highway pavement than designed edge of shoulders or existing adjacent curb. Curb face to be sloped back at least two (2) inches. It shall be placed immediately adjacent to edge of approach pavement.

(b) "Wood posts, five (5) feet apart, with tops five (5) inches to seven (7) inches in diameter, thirty (30) inches below and eighteen (18) inches above the ground; top six (6) inches painted black and next twelve (12) inches white, placed along the shoulder line only. One or more of the other options shall be used to supplement the line of posts if additional protection is needed, placing them at the shoulder or right of way line and eighteen (18) inches from the approach surface.

(c) "Boulders, six to twelve (6 to 12) inches high, touching each other, placed in same relation to surface edge as in (b). They must be whitewashed or painted white.

(d) "Logs, six to eight (6 to 8) inches in diameter, firmly staked in place, whitewashed or painted white, and placed as nearly as possible as in (b).

(e) "Flexible Steel Guardrail, design and construction to comply with the Commission's standard specifications.

(f) "Masonry walls not over eight (8) inches high, with face sloped back at least three (3) inches and placed as in (b).

(g) "Low growing hedge plants or other evergreen or deciduous shrubs that do not grow to a height great enough to obstruct vision in any direction.

The drawing accompanying this application for permit shall show exactly how it is proposed to apply the method selected. If encroachment develops the need for additional protection it shall be provided promptly by the permittee.

Section 5. "The driveways, entrances and approaches in the various classes shall be subject to the following: Special Requirements and Restrictions

Class I	(a) Maximum permitted width of approach	30 feet
	(b) Maximum turning radius at pavement edge	5 feet
Class II	(a) Maximum permitted width of approach	30 feet
	(b) Maximum turning radius at pavement edge	20 feet
Class III	(a) Maximum permitted width of approach	30 feet
	(b) Turning radius required at pavement edge	5 feet
	(c) Maximum radius permitted at right of way	5 feet
	(a) Maximum permitted width of approach	40 feet
Class IV	(b) Maximum turning Radii	
	1. Between pavement edge and outside edge of approach	20 feet
	2. Between pavement edge and inside edge of approach	10 feet
	(Inside edge is edge adjacent to separating area where two drives are constructed.)	
	3. Between right of way line and outside edge of approach	5 feet
Class V	(a) Maximum permitted width of approach	30 feet
	(b) Maximum turning radius at pavement edge	
	1. Where curb construction is used	5 feet
	2. Where shoulder construction is used	20 feet"

Is sketch attached in accordance with Section 3 (p) ? _____

Final approval will not be given until work as outlined above is completed to the satisfaction of the Indiana State Highway Commission. Applicant will notify State Highway Superintendent when said work is complete and ready for inspection. (City officials must approve this application if alley is used as part of private driveway.) If this is located inside city limits proper authority must also be secured from city.

_____ Superintendent	Print Name of Applicant or Name of Company
_____ District Engineer	Signature of Applicant or Company Representative
_____ Superintendent of Maintenance	Address (Give Complete Post Office Address for Mailing Purposes)



Number _____
District _____
Sub-District _____

APPLICATION FOR A PERMIT TO CONSTRUCT A DRIVEWAY ENTRANCE AND APPROACH

TO THE INDIANA STATE HIGHWAY COMMISSION
Division of Maintenance
Indianapolis, Indiana

_____, Indiana _____, 19____

I hereby make application for a permit to construct a driveway entrance and approach on—LOCATION: State Road No. _____, Sec. _____, at the following described location:

On which side of road (North, South, East or West) ? _____

Is it necessary to make any cut in the right of way outside the driveway limits ? _____ If so, give exact LENGTH

_____ WIDTH _____ DISTANCE FROM EDGE ROAD SURFACE _____

Indicate with a check mark class applied for:—

Class I () "All of those which connect a state highway where raised curb is used with a residence, barn, private garage or other improved property and ordinary used only by the owner or occupant of the premises, his guests and necessary service vehicles.

Class II () "Same as Class I but located where the state highway is constructed with shoulders without raised curbs.

Class III () "All of those which connect a state highway when raised curbs are used with private or public property and which are used for commercial purposes or which will ordinarily carry a much heavier traffic movement than Classes I and II.

Class IV () "Same as Class III but located where the state highway is constructed with shoulders without raised curbs.

Class V () "All of those connecting a state highway with vacant lots, fields and other unimproved property and not used commercially."

Purpose of Driveway: _____

If this is a driveway entrance and approach to a filling station or to gasoline pumps, have you secured permission from the State Fire Marshal's Office ? _____ This must be done before application will be approved by the Indiana State Highway Commission.

If this application to construct a driveway entrance and approach is granted, the applicant agrees to the following applicable provisions:

Following Regulations officially Adopted in Accordance with Chapter 48, Acts 1939:—Section 3. The following general regulations shall apply to all classes designated in Section 2.

(a) "No portion of any approach at the intersection of streets or highways shall encroach upon the right of way area between lines drawn to the pavement edge perpendicular to the right of way lines, from points on the right of way lines ten feet back from the point of intersection of the said right of way lines or their prolongation, where shoulder construction is used, or three feet back from said point of intersection where raised curbs are used: Provided that no part of any such approach shall encroach on any intersection turning area with an edge radius of fifty-five (55) feet or less or interfere with sight distance, easy turning or traffic movement within the highway or street intersection: Provided, further, that alleys shall not be considered to be streets and may, with the consent of local authorities, be included in approaches but in such cases the maximum dimensions shall not exceed those permitted for other approaches in the same class. Where the alley is not included the entrance must be a minimum of five (5) feet from the nearest boundary line of the alley. Any approach may, subject to other limitations in these regulations, be constructed at any angle to the pavement edge from forty-five (45) degrees to ninety (90) degrees but none shall be permitted below forty-five (45) degrees.

(b) "No entrance shall be closer than five (5) feet to adjacent property line and no approach shall be so constructed that any part of the same extends in front of property belonging to a person other than the permittee unless both property owners sign a joint application for a permit.

(c) "Gasoline pumps or similar facilities served by such driveways and approaches shall be a minimum of ten (10) feet from the right of way line of the highway and no approach shall be constructed in front of any such facility which is less than ten (10) feet from the right of way line.

(d) "All drainage pipes or tile used in the construction of driveways and approaches shall be a minimum of twelve (12) inches in diameter and as much larger as the Commission shall deem necessary for proper drainage, and on all new driveways and approaches shall be furnished by the permittee. All pipe or tile and other drainage structures used shall meet the approval of the Commission as to type, quality, size and length.

(e) "All driveways and approaches shall be so constructed that they shall not interfere with drainage of the street or highway. If it is proposed to construct any portion of an approach on a slope or grade greater than fifteen (15) percent, the grade or slope shall be designated on the application. If no designation of grade is shown on the application, the approach shall not be constructed on a grade greater than fifteen (15) percent.

(f) "No more entrances or approaches shall be permitted connecting any state highway with any single property than are necessary to adequately accommodate the traffic that may reasonably be expected.

(g) "The construction of such driveways and approaches shall not interfere with any existing structure on any state highway right of way without specific permission in writing from the Commission or other owner thereof.

(h) "All entrances and approaches shall be so located as to provide adequate sight distance in both directions along the highway for safe access to the highway without interfering with traffic on the highway.

(i) "No entrance or approach shall be located or constructed so as to interfere with or prevent the proper location of necessary highway signs.

(j) "The permittee shall assume responsibility for all maintenance of such approaches from the right of way line to a point thirty (30) inches from the edge of the traveled roadway. If the approach or driveway is built of loose aggregate, said aggregate shall be bound with some material so as to prevent loose aggregate from being carried onto the highway pavement, or the permittee shall keep the pavement free of loose aggregate at all times.

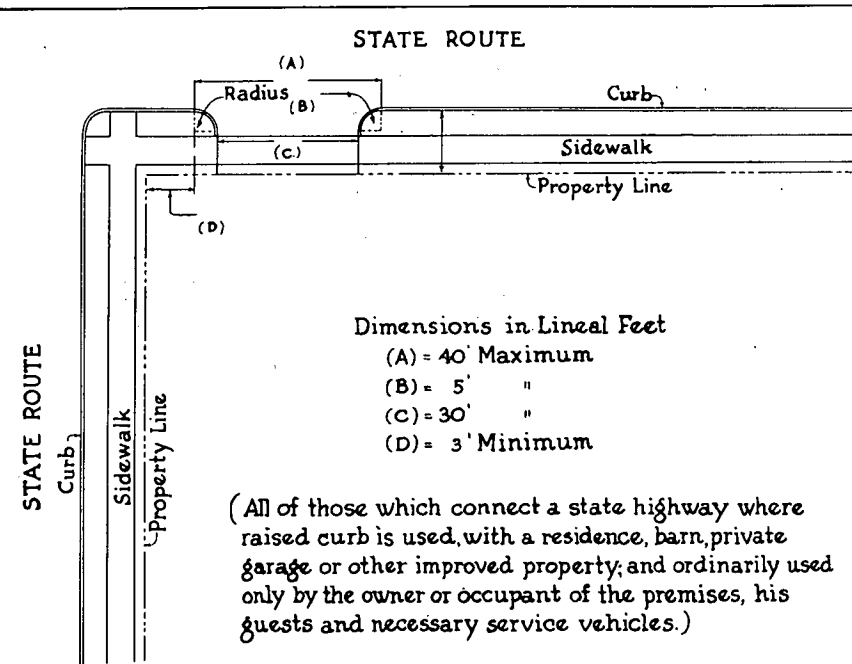
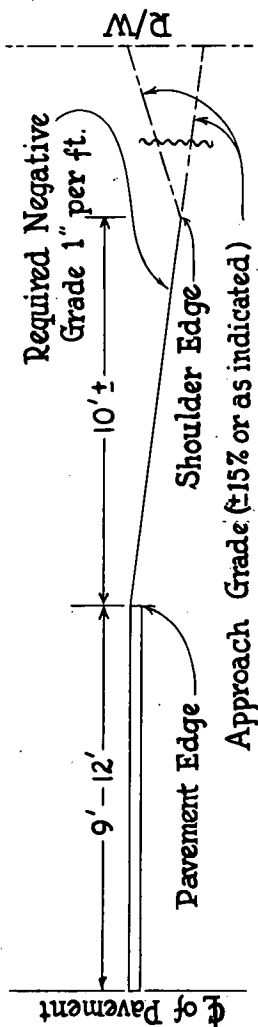
(k) "No such entrance or approach shall be relocated or its dimensions altered without written permission of the Commission.

(l) "On the day preceding the beginning of work under any permit for approach construction, the permittee shall secure special permission to proceed from the local Commission representative in charge.

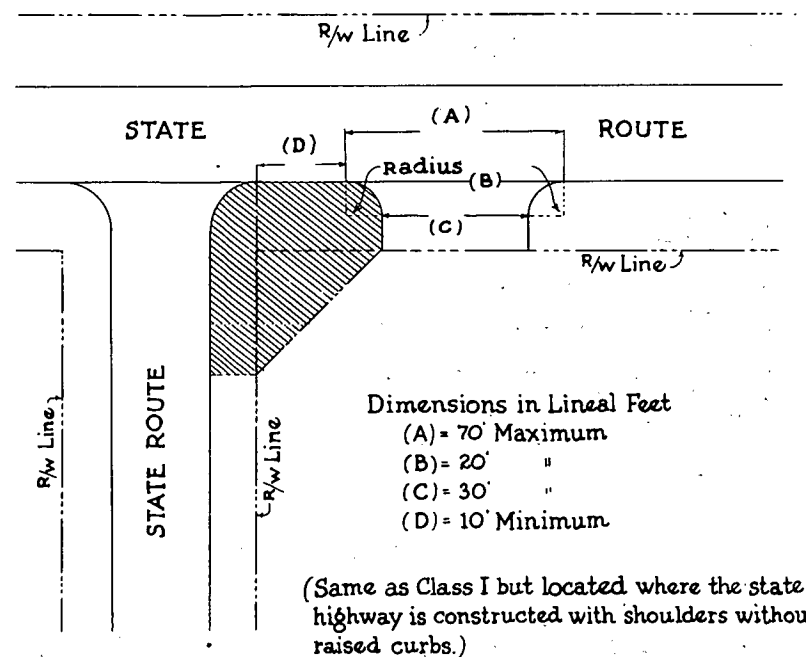
(m) "Maximum permitted widths as set out herein under Special Requirements and Restrictions shall apply from the pavement edge of the highway to the right of way line except as such maximum widths are increased by permissible radii. Widths shall always be measured parallel to the highway pavement.

Use sketches below when possible unless you have a special case such as a radius of more than 55' at the corner of an intersecting road or where there are more than two driveways. Fill in all blanks in the sketch which applies to your driveway and answer all questions in square at lower right hand corner.

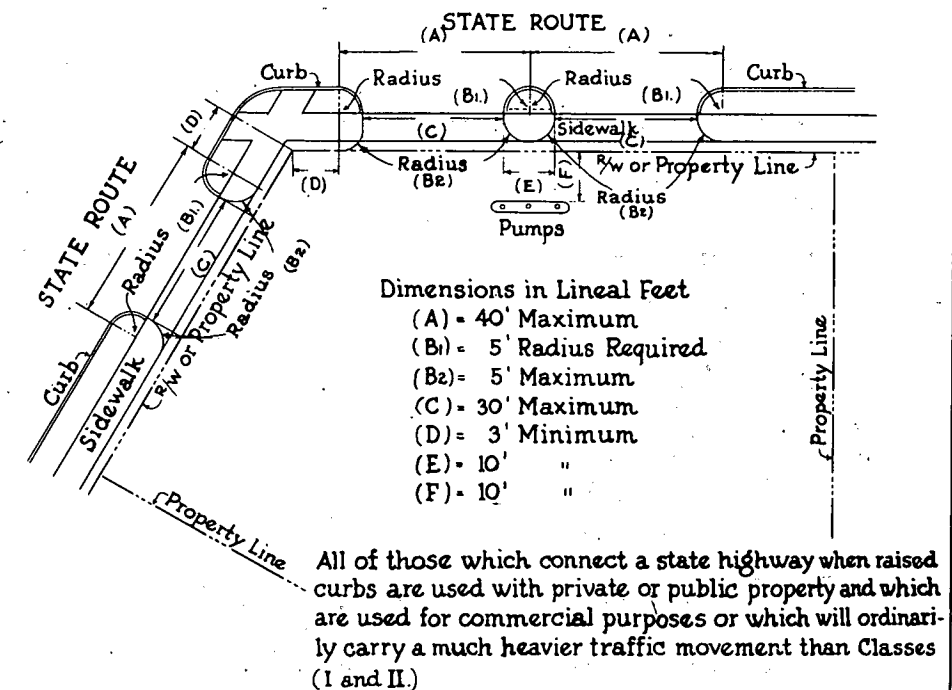
SKETCH MUST BE FILLED OUT COMPLETELY



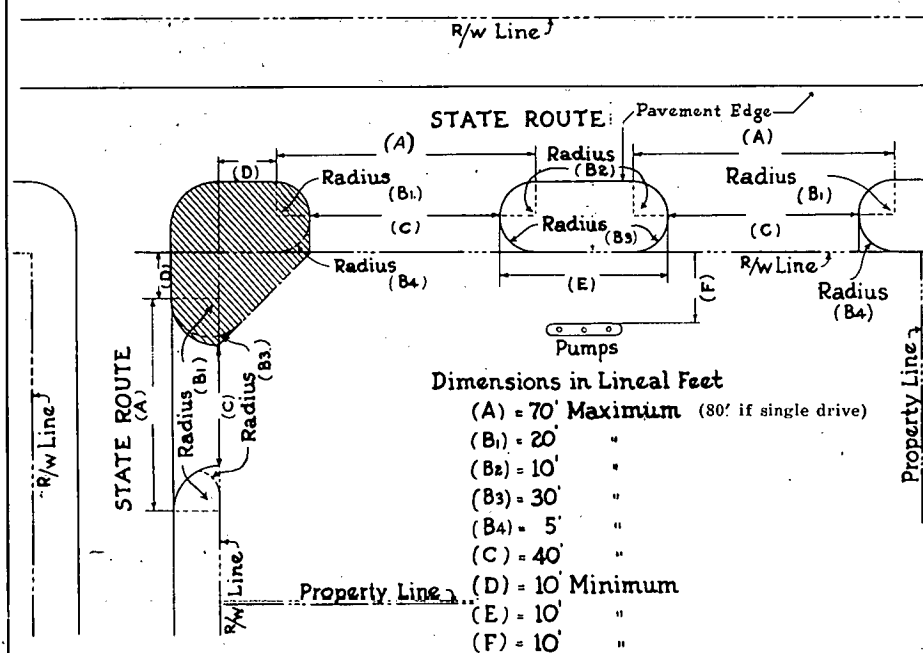
CLASS - I



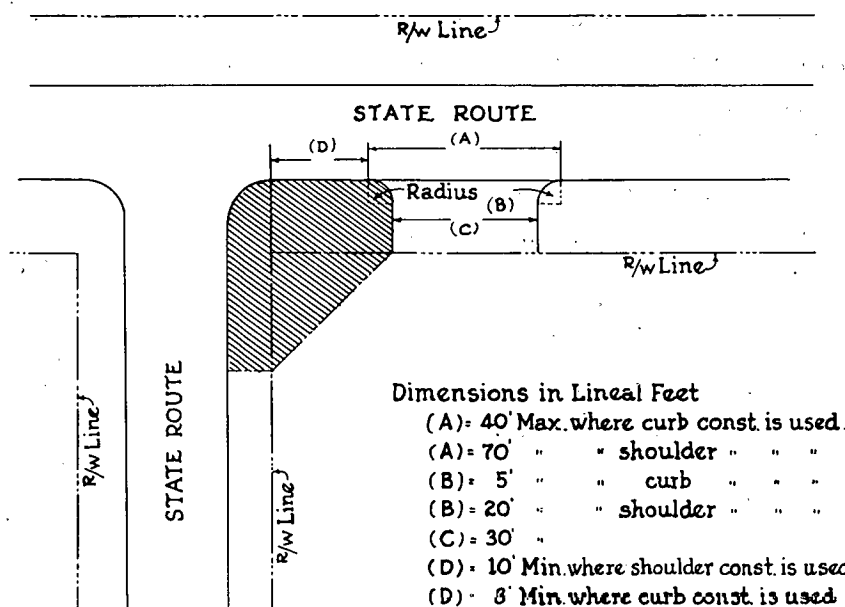
CLASS - II



CLASS - III



CLASS - IV



CLASS - V

Type of road surface _____
Width of road surface _____
Width of right of way _____
Is entrance at least 5' from adjacent property line? _____
Is any drain tile required? _____
If drain tile is required, indicate the Size, Length and Kind.
Size _____ inches, Length _____ feet.
CORRUGATED METAL, REINFORCED CONCRETE OR VITRIFIED CLAY. (Cross out all except the kind of pipe to be used.)
Approximate grade of approach _____ %
Are there any railroad crossings closer than 500'? _____ If so, state distance _____
Is sight distance along State Road at least 500' each way from approach? _____
Give type of material used in constructing driveway _____
If this is aggregate, how is it to be bound? _____

Is angle of your approach to edge of pavement 45° or more? _____
Is there a road intersection within 100'? _____
If so, give radius at road intersection _____
Does any part of approach encroach on this radius? _____

Note the following definitions:

Driveway

- a. Every way or place in private ownership and used for vehicular travel. (Back of the State Highway right of way line.)

Entrance

- a. The point of connection of the driveway and approach (at the State Highway right of way line).

Approach

- a. A place improved for vehicular or pedestrian traffic on highway right of way which connects the travelled portion of the highway with a driveway or pedestrian walkway. (This includes the part on the right of way of the State Highway.)

Driveway Entrances and Approaches must be separated with a traffic island which must be protected by one of the methods outlined in the application. This method must be indicated on this sketch.

(n) "The permittee shall assume all responsibility for any injury or damage to persons or property resulting directly or indirectly from the construction of any approach or driveway.

(o) "The permittee shall remove or relocate any such entrances or approaches when requested to do so by the Commission in the interest of safety to highway traffic. For the purpose of Road or Bridge construction or improvement, said driveway entrances and approaches shall be removed at any time upon the request of the Indiana State Highway Commission. Permits issued for driveway entrances and approaches may be rescinded at any time by the Indiana State Highway Commission. Driveway entrances and approaches must be complete within one year after the permit is issued; otherwise, the permit will be cancelled.

(p) "All applications for permits under these regulations shall be made on a form prescribed by the Commission and be accompanied by clear drawings, preferably in ink, or blue prints, in quadruplicate, showing exact location of and naming;" (See reverse side. Where possible use sketch on back of this form using blanks to show:)

- | | |
|---|---|
| (1) Driveway and Approaches | (8) Distance from right of way line to gasoline pumps and other structures |
| (2) Property Lines | (9) Type of surface and width of driveways |
| (3) Right of Way Lines | (10) Type of surface and width of approaches |
| (4) Intersecting roads, streets or railways within five hundred (500) feet | (11) Proposed turning radii |
| (5) Width of right of way | (12) Proposed treatment of right of way area adjacent to and between approaches |
| (6) Width and type of road surface | (13) Rate of slope or grade of approaches and driveways |
| (7) Necessary and existing pipe, tile or other drains stating size and kind | |

On receipt and approval of such application, a tentative permit shall be granted for construction. A final permit will be granted when construction has been completed to the satisfaction of the Commission.

(q) "The Commission requires a performance bond with each application for a Commercial driveway. A minimum bond of \$2500.00 is required, and the amount to be increased to equal the estimated cost of that part of the project on the State Highway right-of-way. A bond may also be required at the Commission's discretion on applications for private driveways. Such bonds are required to insure compliance with all terms of the permit, and shall be released only when the work described on the permit has been completed to the satisfaction of the Commission.

(r) "Any two approaches shall be at least ten (10) feet apart, and shall be so constructed as to clearly define the approach area and leave the area between and adjacent to the approaches unimproved for vehicular travel. Such unimproved area shall not be used by vehicles in any way and the addition of any material by the permittee to provide for such use is expressly prohibited.

"Where curb cuts are required, raised curb shall be constructed around the five (5) feet radius between the pavement edge and approach edge on each side of the approach. Where curb cuts are not required, maximum permissible turning radii as provided in Section 5 may be used. Turning radii of adjacent approaches may be tangent at the same point on the right of way line or at the pavement edge; the two turning radii on one side of an approach may be tangent at the same point at the approach edge; thus making the unimproved area between approaches oval or circular in shape, with a minimum length of ten (10) feet, measured parallel to the pavement, at its longest point.

"The right of way area adjacent to or between the approaches may be graded at the permittee's expense, subject to drainage requirements as determined by the Commission. The permittee may plant in this area, grass, flowers, or low growing shrubs that never attain sufficient height to obstruct clear vision in any direction. He shall prevent encroachment on this restricted area by such use of any of the following seven optional methods of protection as may be necessary to keep all vehicles in their proper paths. (Except in cases where it is more practical to use a longer radius as specified by the Commission).

(a) "Concrete curbs, six (6) inches high not closer to highway pavement than designed edge of shoulders or existing adjacent curb. Curb face to be sloped back at least two (2) inches. It shall be placed immediately adjacent to edge of approach pavement.

(b) "Wood posts, five (5) feet apart, with tops five (5) inches to seven (7) inches in diameter, thirty (30) inches below and eighteen (18) inches above the ground; top six (6) inches painted black and next twelve (12) inches white, placed along the shoulder line only. One or more of the other options shall be used to supplement the line of posts if additional protection is needed, placing them at the shoulder or right of way line and eighteen (18) inches from the approach surface.

(c) "Boulders, six to twelve (6 to 12) inches high, touching each other, placed in same relation to surface edge as in (b). They must be whitewashed or painted white.

(d) "Logs, six to eight (6 to 8) inches in diameter, firmly staked in place, whitewashed or painted white, and placed as nearly as possible as in (b).

(e) "Flexible Steel Guardrail, design and construction to comply with the Commission's standard specifications.

(f) "Masonry walls not over eight (8) inches high, with face sloped back at least three (3) inches and placed as in (b).

(g) "Low growing hedge plants or other evergreen or deciduous shrubs that do not grow to a height great enough to obstruct vision in any direction.

The drawing accompanying this application for permit shall show exactly how it is proposed to apply the method selected. If encroachment develops the need for additional protection it shall be provided promptly by the permittee.

Section 5. "The driveways, entrances and approaches in the various classes shall be subject to the following: Special Requirements and Restrictions

Class I	(a) Maximum permitted width of approach	30 feet
	(b) Maximum turning radius at pavement edge	5 feet
Class II	(a) Maximum permitted width of approach	30 feet
	(b) Maximum turning radius at pavement edge	20 feet
Class III	(a) Maximum permitted width of approach	30 feet
	(b) Turning radius required at pavement edge	5 feet
	(c) Maximum radius permitted at right of way	5 feet
Class IV	(a) Maximum permitted width of approach	40 feet
	(b) Maximum turning Radii	
	1. Between pavement edge and outside edge of approach	20 feet
	2. Between pavement edge and inside edge of approach	10 feet
	(Inside edge is edge adjacent to separating area where two drives are constructed.)	
Class V	(a) Maximum permitted width of approach	30 feet
	(b) Maximum turning radius at pavement edge	
	1. Where curb construction is used	5 feet
	2. Where shoulder construction is used	20 feet

Is sketch attached in accordance with Section 3 (p) ?

Final approval will not be given until work as outlined above is completed to the satisfaction of the Indiana State Highway Commission. Applicant will notify State Highway Superintendent when said work is complete and ready for inspection. (City officials must approve this application if alley is used as part of private driveway.) If this is located inside city limits proper authority must also be secured from city.

Superintendent	Print Name of Applicant or Name of Company
District Engineer	Signature of Applicant or Company Representative
Superintendent of Maintenance	Address (Give Complete Post Office Address for Mailing Purposes)



Number _____
District _____
Sub-District _____

APPLICATION FOR A PERMIT TO CONSTRUCT A DRIVEWAY ENTRANCE AND APPROACH

TO THE INDIANA STATE HIGHWAY COMMISSION
Division of Maintenance
Indianapolis, Indiana

_____, Indiana _____, 19____

I hereby make application for a permit to construct a driveway entrance and approach on—LOCATION: State Road No. _____, Sec. _____, at the following described location: _____

On which side of road (North, South, East or West) ? _____

Is it necessary to make any cut in the right of way outside the driveway limits ? _____ If so, give exact LENGTH _____

_____ WIDTH _____ DISTANCE FROM EDGE ROAD SURFACE _____

Indicate with a check mark class applied for:—

Class I () "All of those which connect a state highway where raised curb is used with a residence, barn, private garage or other improved property and ordinary used only by the owner or occupant of the premises, his guests and necessary service vehicles.

Class II () "Same as Class I but located where the state highway is constructed with shoulders without raised curbs.

Class III () "All of those which connect a state highway when raised curbs are used with private or public property and which are used for commercial purposes or which will ordinarily carry a much heavier traffic movement than Classes I and II.

Class IV () "Same as Class III but located where the state highway is constructed with shoulders without raised curbs.

Class V () "All of those connecting a state highway with vacant lots, fields and other unimproved property and not used commercially."

Purpose of Driveway: _____

If this is a driveway entrance and approach to a filling station or to gasoline pumps, have you secured permission from the State Fire Marshal's Office ? _____ This must be done before application will be approved by the Indiana State Highway Commission.

If this application to construct a driveway entrance and approach is granted, the applicant agrees to the following applicable provisions:

Following Regulations officially Adopted in Accordance with Chapter 48, Acts 1939:—Section 3. The following general regulations shall apply to all classes designated in Section 2.

(a) "No portion of any approach at the intersection of streets or highways shall encroach upon the right of way area between lines drawn to the pavement edge perpendicular to the right of way lines, from points on the right of way lines ten feet back from the point of intersection of the said right of way lines or their prolongation, where shoulder construction is used, or three feet back from said point of intersection where raised curbs are used: Provided that no part of any such approach shall encroach on any intersection turning area with an edge radius of fifty-five (55) feet or less or interfere with sight distance, easy turning or traffic movement within the highway or street intersection: Provided, further, that alleys shall not be considered to be streets and may, with the consent of local authorities, be included in approaches but in such cases the maximum dimensions shall not exceed those permitted for other approaches in the same class. Where the alley is not included the entrance must be a minimum of five (5) feet from the nearest boundary line of the alley. Any approach may, subject to other limitations in these regulations, be constructed at any angle to the pavement edge from forty-five (45) degrees to ninety (90) degrees but none shall be permitted below forty-five (45) degrees.

(b) "No entrance shall be closer than five (5) feet to adjacent property line and no approach shall be so constructed that any part of the same extends in front of property belonging to a person other than the permittee unless both property owners sign a joint application for a permit.

(c) "Gasoline pumps or similar facilities served by such driveways and approaches shall be a minimum of ten (10) feet from the right of way line of the highway and no approach shall be constructed in front of any such facility which is less than ten (10) feet from the right of way line.

(d) "All drainage pipes or tile used in the construction of driveways and approaches shall be a minimum of twelve (12) inches in diameter and as much larger as the Commission shall deem necessary for proper drainage, and on all new driveways and approaches shall be furnished by the permittee. All pipe or tile and other drainage structures used shall meet the approval of the Commission as to type, quality, size and length.

(e) "All driveways and approaches shall be so constructed that they shall not interfere with drainage of the street or highway. If it is proposed to construct any portion of an approach on a slope or grade greater than fifteen (15) percent, the grade or slope shall be designated on the application. If no designation of grade is shown on the application, the approach shall not be constructed on a grade greater than fifteen (15) percent.

(f) "No more entrances or approaches shall be permitted connecting any state highway with any single property than are necessary to adequately accommodate the traffic that may reasonably be expected.

(g) "The construction of such driveways and approaches shall not interfere with any existing structure on any state highway right of way without specific permission in writing from the Commission or other owner thereof.

(h) "All entrances and approaches shall be so located as to provide adequate sight distance in both directions along the highway for safe access to the highway without interfering with traffic on the highway.

(i) "No entrance or approach shall be located or constructed so as to interfere with or prevent the proper location of necessary highway signs.

(j) "The permittee shall assume responsibility for all maintenance of such approaches from the right of way line to a point thirty (30) inches from the edge of the traveled roadway. If the approach or driveway is built of loose aggregate, said aggregate shall be bound with some material so as to prevent loose aggregate from being carried onto the highway pavement, or the permittee shall keep the pavement free of loose aggregate at all times.

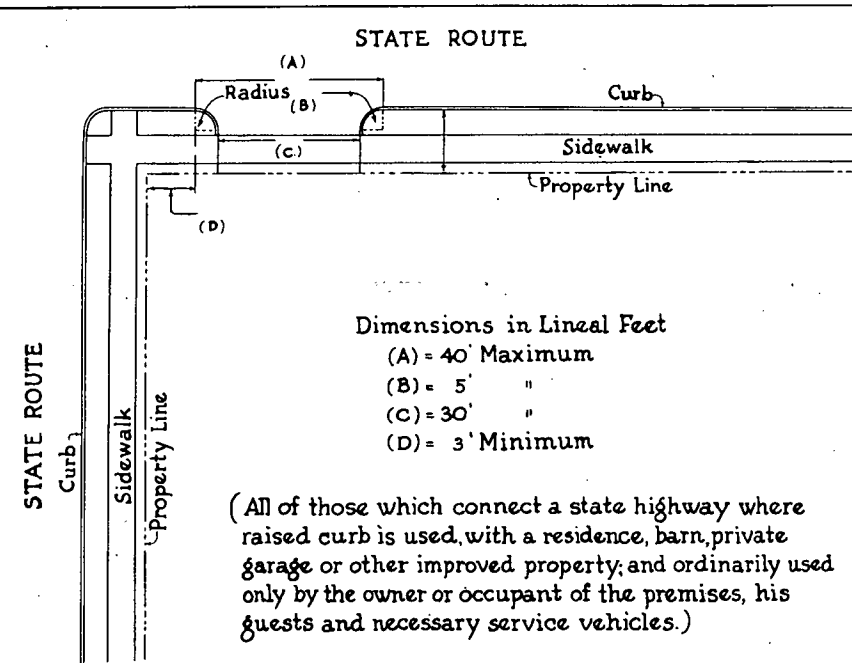
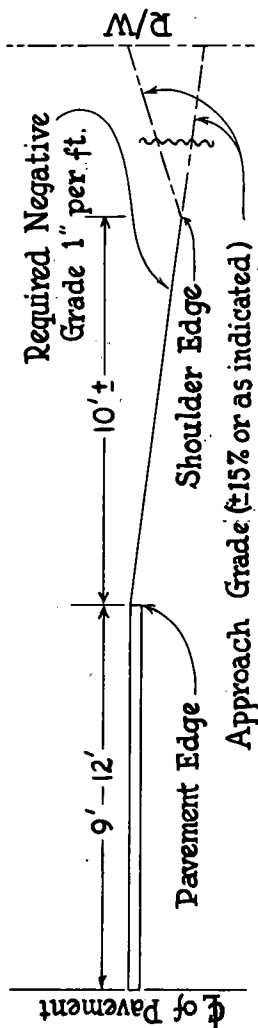
(k) "No such entrance or approach shall be relocated or its dimensions altered without written permission of the Commission.

(l) "On the day preceding the beginning of work under any permit for approach construction, the permittee shall secure special permission to proceed from the local Commission representative in charge.

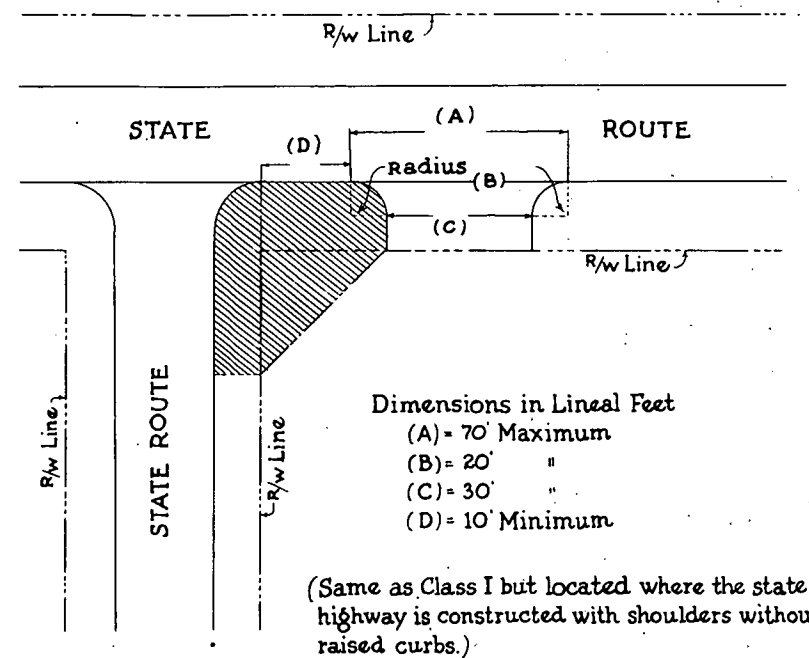
(m) "Maximum permitted widths as set out herein under Special Requirements and Restrictions shall apply from the pavement edge of the highway to the right of way line except as such maximum widths are increased by permissible radii. Widths shall always be measured parallel to the highway pavement.

Use sketches below when possible unless you have a special case such as a radius of more than 55' at the corner of an intersecting road or where there are more than two driveways. Fill in all blanks in the sketch which applies to your driveway and answer all questions in square at lower right hand corner.

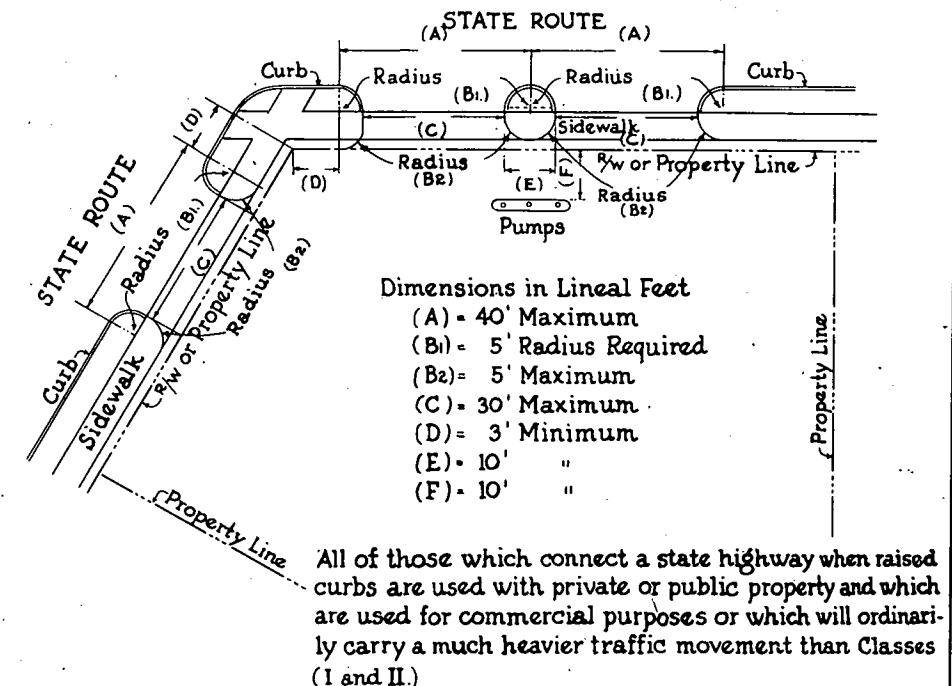
SKETCH MUST BE FILLED OUT COMPLETELY



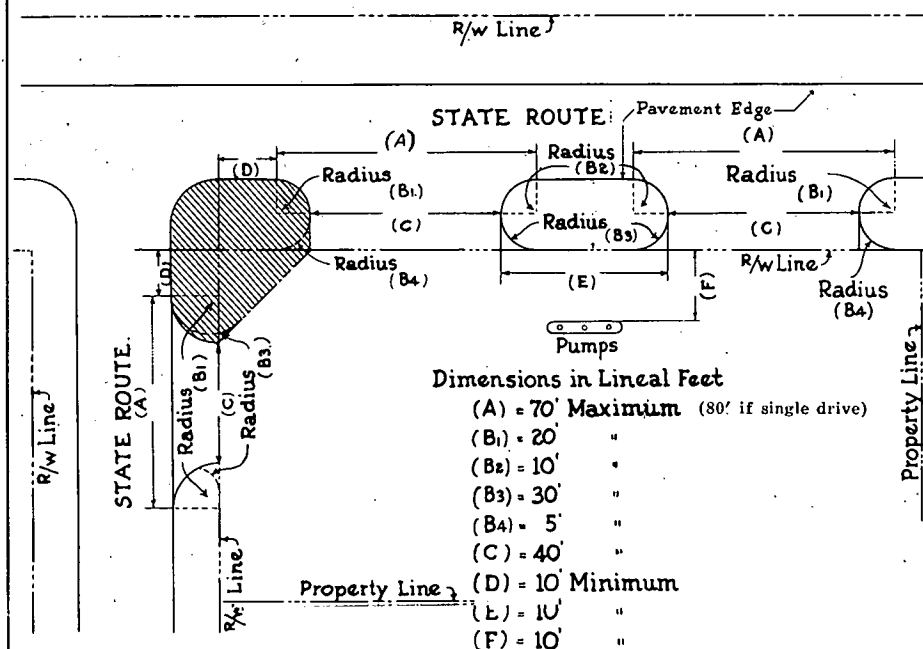
CLASS - I



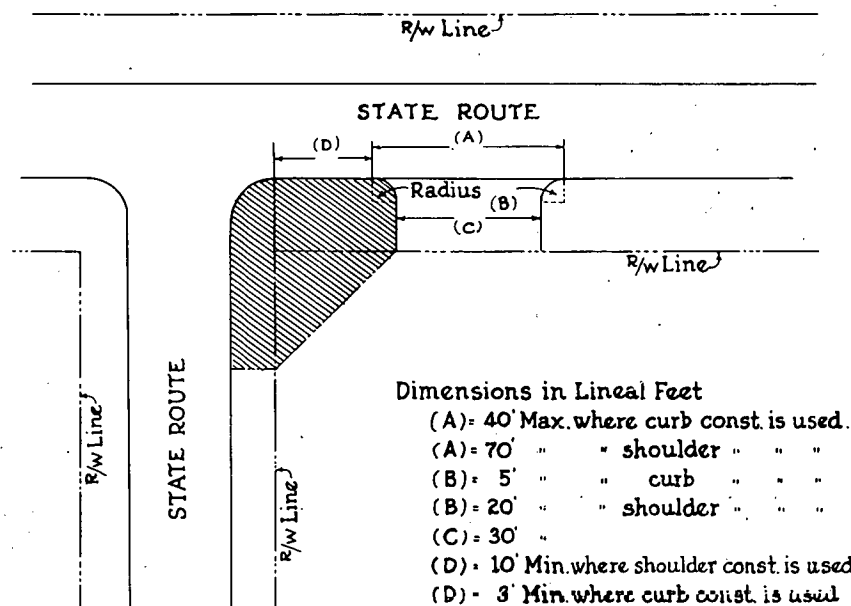
CLASS - II



CLASS - III



CLASS - IV



CLASS - V

Type of road surface _____
Width of road surface _____
Width of right of way _____
Is entrance at least 5' from adjacent property line? _____
Is any drain tile required? _____
If drain tile is required, indicate the Size, Length and Kind.
Size _____ inches, Length _____ feet.
CORRUGATED METAL, REINFORCED CONCRETE OR VITRIFIED CLAY. (Cross out all except the kind of pipe to be used.)
Approximate grade of approach _____ %
Are there any railroad crossings closer than 500'? _____ If so, state distance _____
Is sight distance along State Road at least 500' each way from approach? _____
Give type of material used in constructing driveway _____
If this is aggregate, how is it to be bound? _____

Is angle of your approach to edge of pavement 45° or more? _____
Is there a road intersection within 100'? _____
If so, give radius at road intersection _____
Does any part of approach encroach on this radius? _____

Note the following definitions:

- Driveway
- Every way or place in private ownership and used for vehicular travel. (Back of the State Highway right of way line.)
- Entrance
- The point of connection of the driveway and approach (at the State Highway right of way line).
- Approach
- A place improved for vehicular or pedestrian traffic on highway right of way which connects the travelled portion of the highway with a driveway or pedestrian walkway. (This includes the part on the right of way of the State Highway.)

Driveway Entrances and Approaches must be separated with a traffic island which must be protected by one of the methods outlined in the application. This method must be indicated on this sketch.

(n) "The permittee shall assume all responsibility for any injury or damage to persons or property resulting directly or indirectly from the construction of any approach or driveway.

(o) "The permittee shall remove or relocate any such entrances or approaches when requested to do so by the Commission in the interest of safety to highway traffic. For the purpose of Road or Bridge construction or improvement, said driveway entrances and approaches shall be removed at any time upon the request of the Indiana State Highway Commission. Permits issued for driveway entrances and approaches may be rescinded at any time by the Indiana State Highway Commission. Driveway entrances and approaches must be complete within one year after the permit is issued; otherwise, the permit will be cancelled.

(p) "All applications for permits under these regulations shall be made on a form prescribed by the Commission and be accompanied by clear drawings, preferably in ink, or blue prints, in quadruplicate, showing exact location of and naming:" (See reverse side. Where possible use sketch on back of this form using blanks to show:)

- | | |
|---|---|
| (1) Driveway and Approaches | (8) Distance from right of way line to gasoline pumps and other structures |
| (2) Property Lines | (9) Type of surface and width of driveways |
| (3) Right of Way Lines | (10) Type of surface and width of approaches |
| (4) Intersecting roads, streets or railways within five hundred (500) feet | (11) Proposed turning radii |
| (5) Width of right of way | (12) Proposed treatment of right of way area adjacent to and between approaches |
| (6) Width and type of road surface | (13) Rate of slope or grade of approaches and driveways |
| (7) Necessary and existing pipe, tile or other drains stating size and kind | |

On receipt and approval of such application, a tentative permit shall be granted for construction. A final permit will be granted when construction has been completed to the satisfaction of the Commission.

(q) "The Commission requires a performance bond with each application for a Commercial driveway. A minimum bond of \$2500.00 is required, and the amount to be increased to equal the estimated cost of that part of the project on the State Highway right-of-way. A bond may also be required at the Commission's discretion on applications for private driveways. Such bonds are required to insure compliance with all terms of the permit, and shall be released only when the work described on the permit has been completed to the satisfaction of the Commission.

(r) "Any two approaches shall be at least ten (10) feet apart, and shall be so constructed as to clearly define the approach area and leave the area between and adjacent to the approaches unimproved for vehicular travel. Such unimproved area shall not be used by vehicles in any way and the addition of any material by the permittee to provide for such use is expressly prohibited.

"Where curb cuts are required, raised curb shall be constructed around the five (5) feet radius between the pavement edge and approach edge on each side of the approach. Where curb cuts are not required, maximum permissible turning radii as provided in Section 5 may be used. Turning radii of adjacent approaches may be tangent at the same point on the right of way line or at the pavement edge; the two turning radii on one side of an approach may be tangent at the same point at the approach edge; thus making the unimproved area between approaches oval or circular in shape, with a minimum length of ten (10) feet, measured parallel to the pavement, at its longest point.

"The right of way area adjacent to or between the approaches may be graded at the permittee's expense, subject to drainage requirements as determined by the Commission. The permittee may plant in this area, grass, flowers, or low growing shrubs that never attain sufficient height to obstruct clear vision in any direction. He shall prevent encroachment on this restricted area by such use of any of the following seven optional methods of protection as may be necessary to keep all vehicles in their proper paths. (Except in cases where it is more practical to use a longer radius as specified by the Commission).

(a) "Concrete curbs, six (6) inches high not closer to highway pavement than designed edge of shoulders or existing adjacent curb. Curb face to be sloped back at least two (2) inches. It shall be placed immediately adjacent to edge of approach pavement.

(b) "Wood posts, five (5) feet apart, with tops five (5) inches to seven (7) inches in diameter, thirty (30) inches below and eighteen (18) inches above the ground; top six (6) inches painted black and next twelve (12) inches white, placed along the shoulder line only. One or more of the other options shall be used to supplement the line of posts if additional protection is needed, placing them at the shoulder or right of way line and eighteen (18) inches from the approach surface.

(c) "Boulders, six to twelve (6 to 12) inches high, touching each other, placed in same relation to surface edge as in (b). They must be whitewashed or painted white.

(d) "Logs, six to eight (6 to 8) inches in diameter, firmly staked in place, whitewashed or painted white, and placed as nearly as possible as in (b).

(e) "Flexible Steel Guardrail, design and construction to comply with the Commission's standard specifications.

(f) "Masonry walls not over eight (8) inches high, with face sloped back at least three (3) inches and placed as in (b).

(g) "Low growing hedge plants or other evergreen or deciduous shrubs that do not grow to a height great enough to obstruct vision in any direction.

The drawing accompanying this application for permit shall show exactly how it is proposed to apply the method selected. If encroachment develops the need for additional protection it shall be provided promptly by the permittee.

Section 5. "The driveways, entrances and approaches in the various classes shall be subject to the following: Special Requirements and Restrictions

- | | | |
|-----------|---|----------|
| Class I | (a) Maximum permitted width of approach | 30 feet |
| | (b) Maximum turning radius at pavement edge | 5 feet |
| Class II | (a) Maximum permitted width of approach | 30 feet |
| | (b) Maximum turning radius at pavement edge | 20 feet |
| Class III | (a) Maximum permitted width of approach | 30 feet |
| | (b) Turning radius required at pavement edge | 5 feet |
| | (c) Maximum radius permitted at right of way | 5 feet |
| Class IV | (a) Maximum permitted width of approach | 40 feet |
| | (b) Maximum turning Radii | |
| | 1. Between pavement edge and outside edge of approach | 20 feet |
| | 2. Between pavement edge and inside edge of approach | 10 feet |
| | (Inside edge is edge adjacent to separating area where two drives are constructed.) | |
| | 3. Between right of way line and outside edge of approach | 5 feet |
| | 4. Between right of way line and inside edge of approach | 30 feet |
| Class V | (a) Maximum permitted width of approach | 30 feet |
| | (b) Maximum turning radius at pavement edge | |
| | 1. Where curb construction is used | 5 feet |
| | 2. Where shoulder construction is used | 20 feet" |

Is sketch attached in accordance with Section 3 (p) ?

Final approval will not be given until work as outlined above is completed to the satisfaction of the Indiana State Highway Commission. Applicant will notify State Highway Superintendent when said work is complete and ready for inspection. (City officials must approve this application if alley is used as part of private driveway.) If this is located inside city limits proper authority must also be secured from city.

_____ Superintendent	Print Name of Applicant or Name of Company
_____ District Engineer	Signature of Applicant or Company Representative
_____ Superintendent of Maintenance	Address (Give Complete Post Office Address for Mailing Purposes)



Number _____
District _____
Sub-District _____

APPLICATION FOR A PERMIT TO CONSTRUCT A DRIVEWAY ENTRANCE AND APPROACH

TO THE INDIANA STATE HIGHWAY COMMISSION
Division of Maintenance
Indianapolis, Indiana

_____, Indiana, 19____

I hereby make application for a permit to construct a driveway entrance and approach on—LOCATION: State Road No. _____, Sec. _____, at the following described location: _____

On which side of road (North, South, East or West) ? _____

Is it necessary to make any cut in the right of way outside the driveway limits ? _____ If so, give exact LENGTH _____

_____ WIDTH _____ DISTANCE FROM EDGE ROAD SURFACE _____

Indicate with a check mark class applied for:—

Class I () "All of those which connect a state highway where raised curb is used with a residence, barn, private garage or other improved property and ordinary used only by the owner or occupant of the premises, his guests and necessary service vehicles.

Class II () "Same as Class I but located where the state highway is constructed with shoulders without raised curbs.

Class III () "All of those which connect a state highway when raised curbs are used with private or public property and which are used for commercial purposes or which will ordinarily carry a much heavier traffic movement than Classes I and II.

Class IV () "Same as Class III but located where the state highway is constructed with shoulders without raised curbs.

Class V () "All of those connecting a state highway with vacant lots, fields and other unimproved property and not used commercially."

Purpose of Driveway: _____

If this is a driveway entrance and approach to a filling station or to gasoline pumps, have you secured permission from the State Fire Marshal's Office ? _____ This must be done before application will be approved by the Indiana State Highway Commission.

If this application to construct a driveway entrance and approach is granted, the applicant agrees to the following applicable provisions:

Following Regulations officially Adopted in Accordance with Chapter 48, Acts 1939:—Section 3. The following general regulations shall apply to all classes designated in Section 2.

(a) "No portion of any approach at the intersection of streets or highways shall encroach upon the right of way area between lines drawn to the pavement edge perpendicular to the right of way lines, from points on the right of way lines ten feet back from the point of intersection of the said right of way lines or their prolongation, where shoulder construction is used, or three feet back from said point of intersection where raised curbs are used: Provided that no part of any such approach shall encroach on any intersection turning area with an edge radius of fifty-five (55) feet or less or interfere with sight distance, easy turning or traffic movement within the highway or street intersection: Provided, further, that alleys shall not be considered to be streets and may, with the consent of local authorities, be included in approaches but in such cases the maximum dimensions shall not exceed those permitted for other approaches in the same class. Where the alley is not included the entrance must be a minimum of five (5) feet from the nearest boundary line of the alley. Any approach may, subject to other limitations in these regulations be constructed at any angle to the pavement edge from forty-five (45) degrees to ninety (90) degrees but none shall be permitted below forty-five (45) degrees.

(b) "No entrance shall be closer than five (5) feet to adjacent property line and no approach shall be so constructed that any part of the same extends in front of property belonging to a person other than the permittee unless both property owners sign a joint application for a permit.

(c) "Gasoline pumps or similar facilities served by such driveways and approaches shall be a minimum of ten (10) feet from the right of way line of the highway and no approach shall be constructed in front of any such facility which is less than ten (10) feet from the right of way line.

(d) "All drainage pipes or tile used in the construction of driveways and approaches shall be a minimum of twelve (12) inches in diameter and as much larger as the Commission shall deem necessary for proper drainage, and on all new driveways and approaches shall be furnished by the permittee. All pipe or tile and other drainage structures used shall meet the approval of the Commission as to type, quality, size and length.

(e) "All driveways and approaches shall be so constructed that they shall not interfere with drainage of the street or highway. If it is proposed to construct any portion of an approach on a slope or grade greater than fifteen (15) percent, the grade or slope shall be designated on the application. If no designation of grade is shown on the application, the approach shall not be constructed on a grade greater than fifteen (15) percent.

(f) "No more entrances or approaches shall be permitted connecting any state highway with any single property than are necessary to adequately accommodate the traffic that may reasonably be expected.

(g) "The construction of such driveways and approaches shall not interfere with any existing structure on any state highway right of way without specific permission in writing from the Commission or other owner thereof.

(h) "All entrances and approaches shall be so located as to provide adequate sight distance in both directions along the highway for safe access to the highway without interfering with traffic on the highway.

(i) "No entrance or approach shall be located or constructed so as to interfere with or prevent the proper location of necessary highway signs.

(j) "The permittee shall assume responsibility for all maintenance of such approaches from the right of way line to a point thirty (30) inches from the edge of the traveled roadway. If the approach or driveway is built of loose aggregate, said aggregate shall be bound with some material so as to prevent loose aggregate from being carried onto the highway pavement, or the permittee shall keep the pavement free of loose aggregate at all times.

(k) "No such entrance or approach shall be relocated or its dimensions altered without written permission of the Commission.

(l) "On the day preceding the beginning of work under any permit for approach construction, the permittee shall secure special permission to proceed from the local Commission representative in charge.

(m) "Maximum permitted widths as set out herein under Special Requirements and Restrictions shall apply from the pavement edge of the highway to the right of way line except as such maximum widths are increased by permissible radii. Widths shall always be measured parallel to the highway pavement.

PURDUE UNIVERSITY
ENGINEERING EXPERIMENT STATION
LAFAYETTE, INDIANA

ADDRESS REPLY TO—
HIGHWAY EXTENSION AND RESEARCH PROJECT
FOR INDIANA COUNTIES
CIVIL ENGINEERING BUILDING

April 29, 1961

File: 18-1

TO: INDIANA COUNTY ROAD OFFICIALS

SUBJECT: Cumulative Bridge Funds

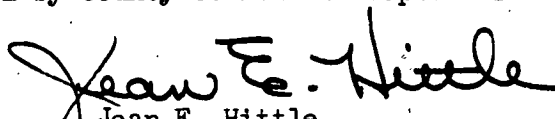
The increasing demands being placed on our Indiana county road systems gives rise to many varied problems dealing with the management and operation of our county highway departments. One of the problems which grows more critical each year is the great numbers of narrow, about-to-fall-in bridges on the county road systems that must either be repaired or replaced with new, modern bridge structures.

Attached herewith are two HERPIC Reports (4-61 and 5-61) which present useful information for Indiana County Road Officials on the establishment and use of Cumulative Bridge Funds. This is a highly important source of revenue for county bridge programs. Therefore the information presented in these two HERPIC Reports warrants the serious attention and review by all Indiana County Road Officials, particularly in those counties that have not established a Cumulative Bridge Fund or that have a low bridge levy and yearly income.

To assist County Road Officials in comparing their cumulative bridge fund - levy and income - with other counties in the State, a tabulation of this information from HERPIC Handbook of Facts and Figures on Indiana County Roads, has been reproduced on the back of this letter. An analysis of these data indicates that:

- (a) 22 counties have no Cumulative Bridge Fund
- (b) Of the 70 counties with Cumulative Bridge Funds, there are 29 whose yearly income from this source is less than the amount available from their County Federal-Aid apportionment.
- (c) Therefore, it is apparent that more than half (1/2) of the 92 counties do not have a Cumulative Bridge Fund sufficient to match their available County Federal-Aid funds.

To those counties that are considering an increase in their existing bridge levy or establishing a bridge levy for the first time, it is emphasized that the procedure should be started in the month of JUNE to allow sufficient time for publication, hearing and approval of the county bridge fund proposal in advance of the tax rate approval by County Council in September.


Jean E. Hittle
Research Engineer
HERPIC

JEH:cw

Attachment

(over)

Reproduced from HERPIC Handbook of Facts and Figures on Indiana County Roads, November 1960

Table 6—Cumulative Bridge Funds—Levy and Income by Counties

County	1959 Total Net Value of Taxables State and County	Cumulative Bridge Fund Levy*		Yearly Income from Cumulative Bridge Fund	Percent Increase in Total Yearly Income to Co. Hwy. Dept.
	(Assessed) (Valuation) Amount in \$1000	Year Approved	Amt. of Levy per \$100	Approx. Amount	Cum. Bridge x 100 1959 MVHA
Adams	\$ 45,673	59	15 1/2	\$ 68,509	19.8%
Allen	466,951	58	5	233,475	20.5
Bartholomew	80,901	58	10	80,901	19.6
Benton	41,096	59	10	41,096	13.8
Blackford	26,231	59	10	26,231	14.6
Boone	54,375	57	10	54,375	14.5
Brown	6,089				
Carroll	40,690	56	10	40,690	10.5
Cass	70,703				
Clark	68,350	59	6	41,010	10.1
Clay	31,303	60	5	15,651	4.3
Clinton	60,188	58	5	30,094	7.4
Crawford	6,151				
Daviess	32,220	56	10	32,220	8.1
Dearborn	83,425	58	5	41,712	13.9
Decatur	34,386	57	8	27,508	9.0
DeKalb	47,146	56	10	47,146	13.0
Delaware	153,826	59	7	107,678	14.9
Dubois	36,447	56	10	36,447	8.4
Elkhart	172,749	60	7	120,924	15.7
Fayette	39,037	55	4	15,614	6.9
Floyd	54,831				
Fountain	32,158	59	5	16,079	5.0
Franklin	24,917	58	12	29,900	9.0
Fulton	36,460	56	7	25,522	7.0
Gibson	48,151				
Grant	106,416				
Greene	28,658	59	15	42,987	8.6
Hamilton	74,915				
Hancock	46,834	58	5	23,417	7.2
Harrison	16,396	57	8	13,116	3.4
Hendricks	60,791	57	17	103,324	26.8
Henry	70,882	55	5	35,441	7.7
Howard	112,077	60	13	145,700	33.9
Huntington	60,909	56	10	60,909	16.7
Jackson	43,203	59	10	43,203	10.4
Jasper	40,441	56	10	40,441	9.9
Jay	39,375	58	15	59,062	17.0
Jefferson	84,411	56	1/2	4,220	1.4
Jennings	15,763				
Johnson	55,506	55	5	27,753	8.5
Knox	60,872				
Kosciusko	89,630	57	3	26,889	4.5
LaGrange	36,911	55	3	11,073	3.4
Lake	817,279				
LaPorte	173,351	58	4	69,340	10.3

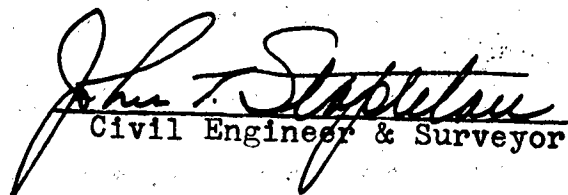
County	1959 Total Net Value of Taxables State and County	Cumulative Bridge Fund Levy*		Yearly Income from Cumulative Bridge Fund	Percent Increase in Total Yearly Income to Co. Hwy. Dept.
	(Assessed) (Valuation) Amount in \$1000	Year Approved	Amt. of Levy per \$100	Approx. Amount	Cum. Bridge x 100 1959 MVHA
Lawrence	40,786	59	12	48,943	12.0
Madison	167,782	60	10	167,782	21.5
Marion	1,176,183	57	3	352,854	15.2
Marshall	63,686	58	5	31,843	7.3
Martin	9,360	59	10	9,360	3.5
Miami	50,954	57	2	10,190	2.6
Monroe	54,389	55	3	16,316	3.4
Montgomery	54,166				
Morgan	51,397	57	10	51,397	14.5
Newton	33,385	59	10	33,385	11.9
Noble	57,154	57	5	28,572	6.9
Ohio	4,812	56	10	4,812	5.1
Orange	18,254				
Owen	12,974	60	20	25,948	8.7
Parke	25,741	60	20	51,482	14.9
Perry	15,723				
Pike	18,234				
Porter	87,509	60	10	87,509	20.0
Posey	32,993	56	5	16,496	4.5
Pulaski	31,947	59	20	63,894	17.1
Putnam	43,106	56	20	86,212	23.4
Randolph	57,233	57	8	45,786	11.0
Ripley	32,222				
Rush	47,400	60	4	18,960	5.5
St. Joseph	370,991	57	10	370,991	32.7
Scott	14,775	57	20	29,550	16.1
Shelby	59,909	60	5	29,954	7.6
Spencer	21,038				
Starke	27,650	59	10	27,650	7.6
Steuben	37,836				
Sullivan	36,859				
Switzerland	7,268				
Tippecanoe	160,810	58	10	160,810	30.2
Tipton	34,563	59	10	34,563	12.9
Union	15,986	56	20	31,972	20.9
Vanderburgh	247,634				
Vermillion	22,576	58	15	33,864	14.4
Vigo	193,800	58	5	96,900	15.0
Wabash	55,192	59	15	82,738	20.9
Warren	24,354	57	20	48,708	19.7
Warrick	40,249				
Washington	21,238	56	10	21,238	5.3
Wayne	122,433	56	7 1/2	91,825	19.6
Wells	40,842				
White	48,312	56	10	48,312	11.4
Whitley	42,171	56	6	25,302	7.7
State Total	\$7,662,999			\$4,125,825	

Source: State Tax Commission
*(Data as of Sept. 1960)

A

Description for
Vacation Proceedings
of
Part of old State Highway 37-South

Eighteen (18) feet on each side of the following described center line. Beginning at a point that is 845 feet north and 920 feet east of the southwest corner of the southwest quarter of the southeast quarter of section 5-T7N;R1W, said point being the intersection of the center line of old State Highway number 37-South with the east right of way line of new State Highway 37-South; thence running north 16 degrees-15 minutes west for 170 feet; thence running north 6 degrees west for 115 feet; thence running north 7 degrees west for 250 feet; thence running north 21 degrees west for 835 feet; thence running north 72 degrees west for 480 feet and to the intersection of the center line of the old State Highway number 37-south with the east right of way line of new State Highway number 37-south.


Civil Engineer & Surveyor

W. H. H. Co. 7/1/2

AIR PHOTO 3-60

JUNE 12, 1961
HENLEY + BUNGER-ATTY

DESCRIPTION FOR
VACATION PROCEEDINGS - OF - LENGTH - 1250 FT.
OLD S.R. 22 OR OLD S.R. #37

100 FT ON EACH SIDE OF THE FOLLOWING
DESCRIBED CENTER, BEGINNING AT A POINT
THAT IS 845 FT NORTH + 920 FT EAST OF THE
S.W. COR OF SW $\frac{1}{4}$ OF THE SE. $\frac{1}{4}$ OF SECTION
#5 - T7N; R2W; SAID POINT BEING THE INTERSECTION
OF THE CENTER LINE OF OLD ST. ROAD 22 OR 37,
WITH THE EAST R/W LINE OF NEW 37-SOUTH;
THENCE RUNNING N16-15W FOR 170 FT; THENCE
RUNNING N6W FOR 115 FT; THENCE RUNNING
N70W FOR 250 FT; THENCE RUNNING N21W FOR
835 FT; THENCE RUNNING N72W FOR 480 FT
+ TO THE INTERSECTION OF THE C. OF THE
OLD S.R. 22 OR 37 WITH THE EAST R/W LINE
OF NEW S.R. #37 SOUTH-

SO. ROGERS STREET - SEPT. 1, 1959 JB

B.T.-MIX: 34,500.00

STONE= 520.00

L.I.D. ASP. 5,266.00

GRADING. 1,000.00

59,000.00

ASPHALT PAVEL - 5000 TON @ 1⁰⁰ = 5000.00

LABOR - 5000.00

41,286.00

5,000.00

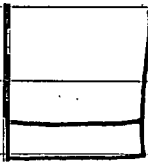
46,286.00

5,000.00

51,286.00

$$\begin{array}{r} 59 \\ 34 \\ \hline 25 \end{array}$$

122-68



$$\begin{array}{r} 5280 \\ 215 \\ \hline 26400 \\ 10560 \\ \hline 13,200.0 \text{ KINSEER} \end{array}$$

$$\begin{array}{r} 5280 \\ 315 \\ \hline 26400 \\ 15840 \\ \hline 18,480.0 \end{array}$$

$$3300 \overline{) 13,200}$$

$$1320 \overline{) 3300}$$

$$\begin{array}{r} 1320 \\ 2.5 \overline{) 3300} \\ 25 \\ \hline 80 \\ 75 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 18480 \\ 20 \\ \hline 2 \overline{) 369600} \quad | \quad 184,800 \\ 2 \\ \hline 16 \\ 16 \\ \hline 0 \\ 2 \\ \hline 16 \end{array}$$

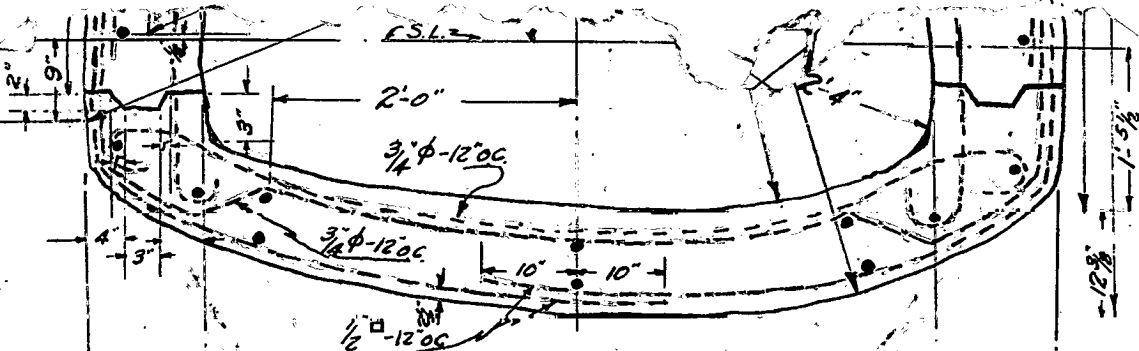
$$\begin{array}{r} 1320 \\ 3.5 \\ \hline 6600 \\ 3560 \\ \hline 46200 \end{array}$$

$$\begin{array}{r} 5000 \\ 6.9 \\ \hline 45000 \\ 30000 \\ \hline 34,500.0 \end{array}$$

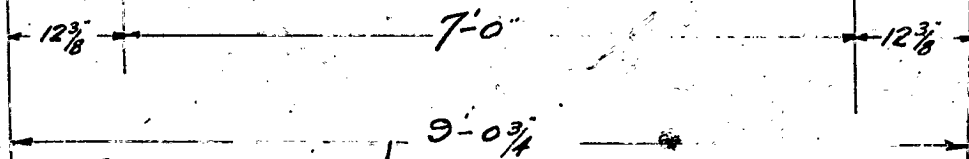
$$\begin{array}{r} 400 \\ 130 \\ \hline 12000 \\ 440 \\ \hline 520.66 \end{array}$$

$$\begin{array}{r} 40 \\ 20 \\ \hline 200 \end{array}$$

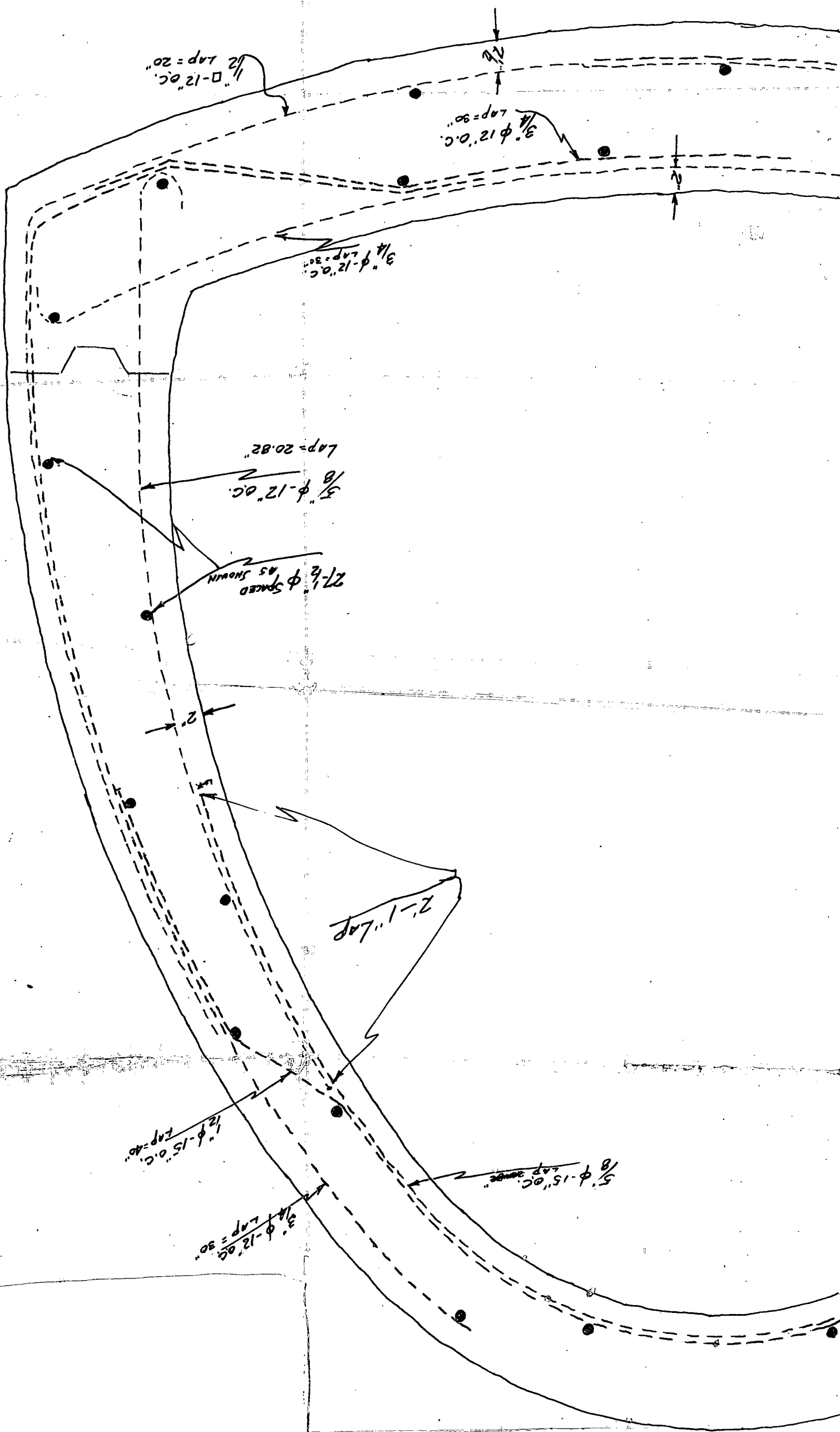
$$\begin{array}{r} 34,500 - B.T. \\ 520 - \#6300 \\ \hline 35,020 \\ 5,266 \\ \hline 40,286 \text{ 412. Asphalt } \\ 1000 \\ \hline 41,286 \\ 184800 \\ 15 \\ \hline 524000 \\ 124800 \\ \hline 277200 \\ 19 \\ \hline 249480 \\ 27720 \\ \hline 526680 \end{array}$$



STEEL DESIGN CHANGED.
SEE NEXT SHEET.



84" SEMIELLIPTICAL TUNNEL SECTION - DIV. A. WAYNE J.



Gentlemen:

Friday afternoon, May 27th, trucks operated by Paul Barnhart, Rural Route #2, Gosport, Indiana, hauling Spriggs Dairy Products, and a truck driven by Ora Wittner, Montgomery, Ind. who was representing Oden Feed Mills of Oden, Indiana, attempted to pass in the Owen and Monroe County Bridge crossing White River on the Texas Ridge Road, N.W. The collision was investigated by State Trooper, Donald Kuster.

This Bridge was damaged and will require examination of County Engineer in order to determine the damages involved, which in my opinion greatly reduces the load carrying strength of this structure.

I am mailing you this information for your future guidance regarding this damage claim.

All future correspondence pertaining to this accident should be handled through the following responsible Department Heads: Monroe County Commissioners, James Simpson, Chairman, Courthouse, Bloomington, Indiana; Owen County Commissioners, Orville Henson, Chairman, Courthouse, Spencer, Indiana; John Stapleton, County Engineer, Courthouse, Bloomington, Indiana; and Mr. Gilbert Knight, Monroe County Highway Supt., Courthouse, Bloomington, Indiana; or Owen County Highway Supt., Spencer, Indiana.

Very truly yours,

Gilbert Knight

Gilbert Knight
Superintendent

GK:cc

Cys: Owen Co. Commissioners
John Stapleton, Engineer
Spriggs Dairy
Oden Feed Mill

J. FRANK REGESTER
JAMES R. REGESTER

REGESTER & REGESTER
ATTORNEYS AT LAW
100 1/2 WEST SIXTH STREET
BLOOMINGTON, INDIANA
TELEPHONE EDISON 2-3334

February 13, 1961

Monroe County Plan Commission
Bloomington,
Indiana

Attention: Mr. John T. Stapleton, President

Mr. William J. Wayne, Secretary

Gentlemen:

You have referred to me for examination a proposed Agreement between you and Kenneth L. Schellie and Associates.

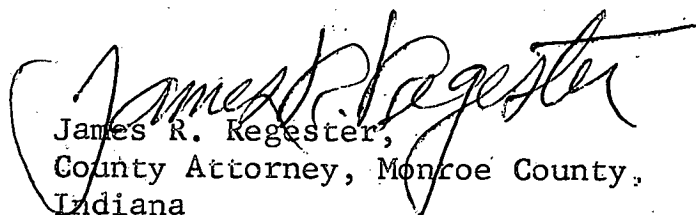
Upon examination it is my opinion that this proposed Agreement is in proper form and may be executed by you without fear of incurring undue financial responsibility by yourselves or by the Board of Commissioners of the county of Monroe.

Particular attention is called to the last rhetorical paragraph on page 5 which reads as follows: "In accordance with the terms so set forth and with the understanding that the Contracting Agency (this refers to the Monroe County Plan Commission) shall be obligated thereby only to the extent that funds are available to it for this purpose,".

This opinion does not attempt to pass upon the expediency, or lack of expediency, of the program described and proposed under the terms of the Agreement heretofore referred and is based upon the

assumption that your Commission, in good faith, will attempt to secure, or has already secured, necessary appropriations from the Monroe County Council for the payment of the sums owing under the terms of this Agreement.

Respectfully submitted,


James R. Kegester,
County Attorney, Monroe County,
Indiana

JRR:mlh

SPECIFICATIONS FOR BITUMINOUS COATED AGGREGATE

This item shall consist of crushed stone size No. 11, Indiana State Highway Specifications, coated with liquid asphalt, type RC-3.

This mixture shall be produced in a plant designed, coordinated and operated to produce uniformly a mixture within the tolerances as set out below.

A rotary drier of satisfactory design and capacity for properly drying the stone shall be provided. The drier shall be equipped with a mechanical feeder to insure a uniform flow into the drier.

Tanks for the storage of bituminous materials shall be equipped to heat the RC-3 to not less than 150 degrees or more than 200 degrees F. Heating shall be accomplished by steam coils and no flame shall come in contact with the heating coils or tank.

All pipe lines shall be steam jacketed to prevent heat loss. Storage tank capacity shall be sufficient for at least one days run. An armored thermometer reading from 100 to 300 degrees F shall be fixed in the bituminous material feed line in a suitable location near the mixer unit.

The plant shall be further equipped with an approved thermometer placed in the discharge chute of the dryer to register automatically the temperature of the heated aggregate.

The plant itself may be either a batch plant type or a continuous mixer type of plant as set out in Articles D804 and D805 in Indiana State Highway Commission Standard Specifications dated 1946.

The mixture shall consist of No. 11 stone properly coated with liquid asphalt RC-3 in proportions such as to give a bitumen content of 5 to 7% by weight. The stone shall be heated to not less than 100 degrees F or more than 165 degrees F when combined with the bituminous material. No appreciable separation of stone and bituminous material shall occur during handling.

The bituminous coated aggregate shall be weighed and paid for on a per ton basis and shall be full compensation for furnishing and heating the bituminous material, heating the aggregate, preparing the mixture and loading it in county trucks. The stone will be furnished by the county and delivered to the contractors bins if they are so arranged that the county trucks can dump directly therein without the use of elevating or hoisting equipment on the part of the county.

This material shall be furnished in amounts to be determined by the county and as directed by the county road superintendent.

MONROE COUNTY- ASPHALT

18' PAVEMENT - HOT MIX = 6 TON LOAD WILL SPREAD = 9' WIDE +
70 FT LONG @ 3" THICK = $1\frac{3}{4}$ " COMPACTED.

DITCHES

DIG + REPLACE (INCLUDING REPLACING OF BLACK TOP)
12" WIDE DITCH @ $3\frac{1}{2}$ FT DEEP = 4.25 PER FOOT.

KINSEY PIKE BRIDGE

SPECIFICATIONS AND PROPOSAL

MONROE COUNTY BRIDGES

John T. Stapleton
County Engineer

INFORMATION FOR BIDDERS

1. Sealed proposals for the following described work will be received by the County Commissioners of Monroe County, Indiana at their office in the Court House until _____ o'clock _____, of _____ 19 _____, at which place and hour they will be publicly opened and read.
2. BIDS: A unit price shall be submitted for each item as set out in the proposal. Each bid must be accompanied with a Certified Check or Bid Bond for 10% of the total amount.
3. RIGHT TO REJECT BIDS: The Board expressly reserves the right to reject any and/or all bids.
4. SIGNATURES AND AFFIDAVIT: Each bid must be signed in ink by the person or authorized officer or member of the firm or corporation making the bid.
5. FILING BIDS: All bids shall be filed with the County Commissioners on or before the day and hour mentioned above, and stated in the advertisement. No proposal presented after this time will be accepted.
6. ESTIMATED QUANTITIES: Wherever quantities are listed, given or shown, they are the quantities estimated to be required to complete the work shown on the drawings and/or required by the specifications. Although these quantities are intended to be correct, they are not guaranteed to be so. Before using said list of quantities the contractor shall determine to his own satisfaction that they are correct and he shall not be entitled to any claim of loss because of his failure to do so. Changes in quantities due to any changes in the plans and specifications ordered by the Owner or to correction of errors in said drawings and specifications will be covered by change orders to this contract.
7. BONDS: The successful bidder, at the time of signing the contract, will be required to furnish a performance bond for 100% of the bid amount.
8. EXAMINATION OF LOCATION AND PLANS: Plans are available at the office of the County Engineer, and bidders are expected to examine them before submitting their bids. Bidders must satisfy themselves by personal examination of the location of the proposed work, and by such other means as they may choose, as to the accuracy of the estimates of the work to be done, and shall not at any time after the opening of the bids dispute or complain of the statement or estimate of the Engineer, nor assert that there was any misunderstanding as to the nature or amount of the work to be done.

9. COMMENCING WORK: The work, under these specifications shall be commenced within 10 days from the date of award of contract and shall be completed and ready for final inspection within 60 days after award of the contract.

10. COMPLAINT WITH PROVISIONS: All bids failing to comply with the provisions set forth herein may be rejected by the Owner.

SPECIFICATIONS

for

NORTH KINSER BRIDGE

MONROE COUNTY, INDIANA

1. Indiana State Highway Department specifications are made a part hereof by reference hereto and shall take precedence over all others in so far as they pertain to materials and methods of construction; however, they shall not pertain to this job in so far as payment is concerned.
2. Bridge Decks to be furnished by Contractor shall be constructed of prestressed beams as shown by the drawings designed to support H 20 S 1644 AASHO LOADING in accordance with Recommendations for Prestressed Concrete by the ACI-ASCE Joint Committee #323.
3. FOUNDATIONS of abutments shall be constructed at elevations shown on plans. Concrete classes called for are 1963 Indiana State Highway Specifications, Section E5.
4. GUARD RAIL shall be 10 gauge beam type and shall come with a shop coat of red lead paint, and shall be furnished and erected by Contractor.
5. County to provide a wearing surface on new structure and perform any other roadway work required.
6. Removal of old structure to be done by Contractor. Plans indicate method and place of disposal.
7. Bituminous expansion joint shall be constructed at places as shown on the plans. No direct payment will be made for this item, but the cost thereof shall be included in the price of the prestressed concrete deck.
8. Payment for all excavating will not be made as such, but will be included in the payment for concrete.
9. Payment for piling, when required, will be based on actual footage using the unit price bid.
10. Permission to use explosives may be given, but must be approved by county engineer in writing.

NON-COLLUSION AFFIDAVIT

The Bidder, by its officers and _____ Agents, representatives present at the time of filing this bid, being duly sworn, on their oaths say that neither they nor any of them have in any way, directly or indirectly, entered into any agreement or agreements with any other bidder, or with any public official. Whereby such affiant or affiants or either of them, has paid or is to pay to such bidder or public official any sum of money, or has given or is to give to such other bidder or public official anything of value whatever, or such affiant or affiants or either of them has not directly or indirectly entered into any agreement or arrangement with any other bidder or bidders, which tends to or does lessen or destroy free competition in the letting of the Contract sought for the attached bids; that no inducement of any form or character other than that which appears upon the face of the bid will be suggested, offered, paid or delivered to any person whomsoever to influence the acceptance of said bid or awarding of the Contract; nor has this bidder any agreement or understanding of any kind whatsoever, with any person whomsoever to pay deliver to, or share with any other person in any way or manner, any of the proceeds of the contract sought by this bid.

Suscribed and sworn to before me by _____
this _____ day of _____, 19____.

My commission expires:

PROPOSAL FORM

Pursuant to notice given, the undersigned proposes to perform and guarantee all things required to be performed or guaranteed to furnish all labor, and to furnish all materials and equipment except as otherwise provided, and do all other things necessary to complete the work required for the construction of North Kinser Bridge in accordance with the plans and specifications on file in the office of the county engineer.

Each proposal shall contain a 96A Form with unit prices listed thereon as indicated below. Unit prices shall be inserted in the proper spaces provided therefor and extension shall be made by multiplying said Unit Price by the estimated quantities listed on the form to get a cost for each constructed item. The costs of the several construction items then shall be totaled to obtain a lump sum bid for the work covered. All figures must be entered in type or ink.

BASE BID

1. Prestressed concrete bridge deck in place: 1 span @ 55'-0" and 1 span @ 45'-0" including bearing pads, dowels, tie rods, grout and curbs.

2. Steel beam guard rail.

3. Class F concrete.

4. Reinforcing steel.

5. Steel H piles furnished.

6. Steel H piles driven.

7. Removal of old structure

QUANTITY	UNIT	UNIT Price	TOTAL Price
1	Lump Sum		
202	Lin.Ft.		
18.9	Cu.Yds.		
2250	Lbs.		
680	Lin.Ft.		
680	Lin.Ft.		
1	Lump Sum		

ALTERNATE

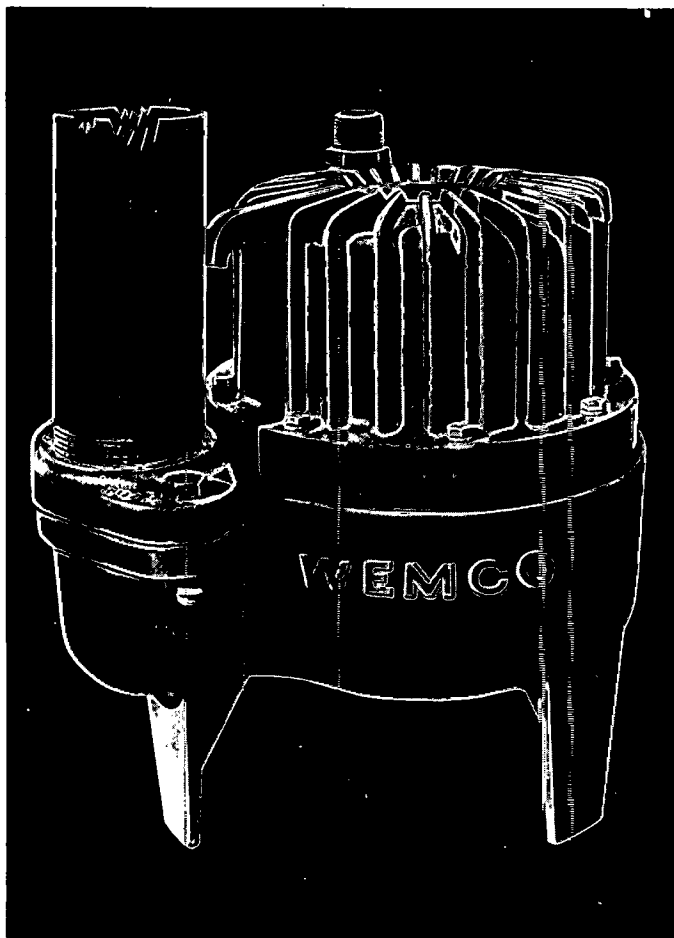
Deduct \$ _____ if
county removes old structure.

TOTAL _____

Signature _____



W & W EQUIPMENT CO.
9530 WASHINGTON BLVD.
INDIANAPOLIS 20, IND.
VICTOR 6-2117



SUBMERSIBLE TORQUE-FLOW PUMP

For submerged clean-out operations . . . sewage wet wells, digesters, grit chambers and other industrial applications.

This addition to the famous WEMCO Torque-Flow line of pumps incorporates all the outstanding advantages found in the standard dry pit models. Utilizing the revolutionary liquid impeller principle, which eliminates troublesome, close internal case clearances, common in most centrifugal pumps, this pump delivers the same never-clog, trouble-free service proven in thousands of applications where Torque-Flow pumps are being used. In addition, it is completely submersible.

COMPACT, MOBILE DESIGN:

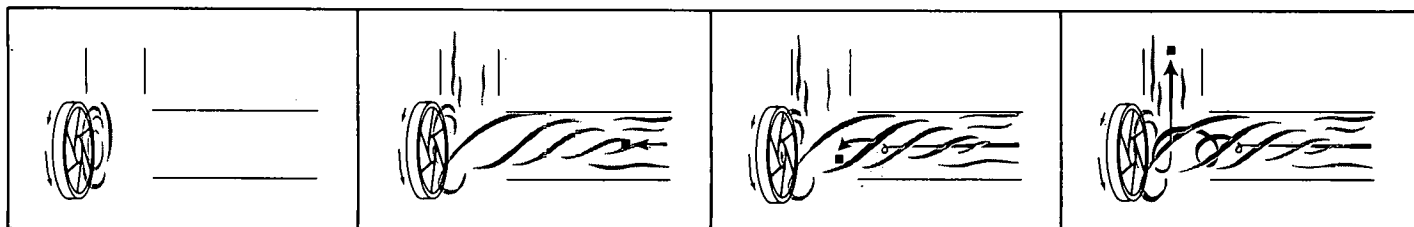
The pump is especially designed close coupled to the motor so that surface area adjacent to the sump or well can be kept clear. The entire pump and motor assembly is lowered directly into the sump by means of lifting lugs which are cast as part of the motor housing. The complete unit may easily be moved from wet well to wet well affording a portable dewatering service.

UNOBSTRUCTED SUCTION AREA:

The supporting legs are integrally cast as a part of the pump casing and are specially designed to elevate the intake port from the sump bottom. They are also shaped, tapered and surfaced to further lessen the possibility of congestion in this critical area.

THE LIQUID IMPELLER PRODUCES FREE-FLOWING ACTION

.... what can go in will come out



The impeller develops swirling vortex in fluid mass to be handled.

Vortex extends into sump, drawing particles and solids into pump casing.

Particles swirl in fast moving vortex without coming in contact with impeller.

Most particles discharged in less than one revolution because of centrifugal force of vortex.

THE PRINCIPLE:

A recessed impeller located completely out of the flow pattern . . . a swirling motion transmitted to the fluid at the suction line by impeller action . . . the suction and discharge waterway become one continuous open passage from suction flange to discharge flange.

THE EFFECT:

Simplicity is the keynote. Particles and solids are drawn into the vortex of the swirling liquid, discharged with a centrifugal sweep from the open chamber — seldom touching the impeller.

WHAT IT CAN DO:

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Eliminate stand-by and down time due to stoppages.

Provide smooth, repair-free operation.

TORQUE-FLOW SUBMERSIBLE PUMP SPECIFICATIONS

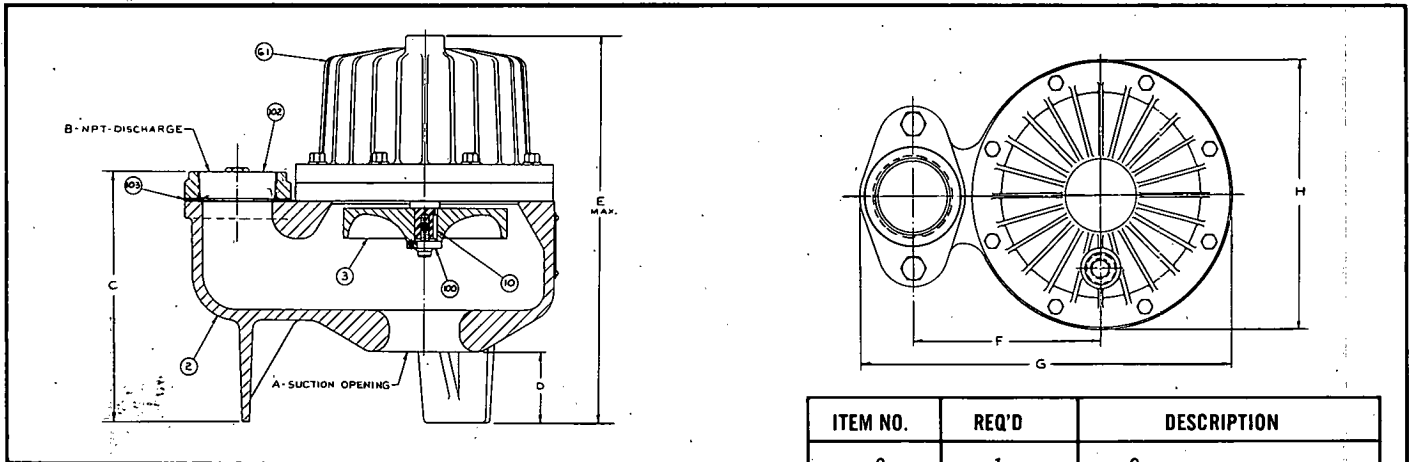
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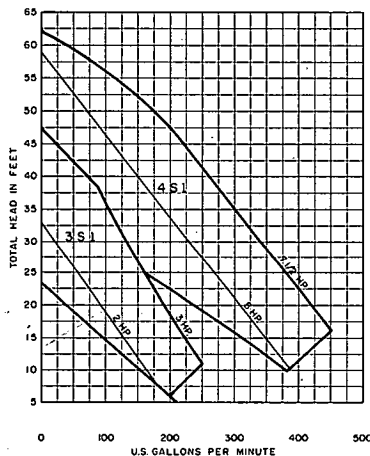
GENERAL ARRANGEMENT FOR 3" and 4" TORQUE-FLOW SUBMERSIBLE MODELS



PUMP SIZE	DIMENSIONS IN INCHES							
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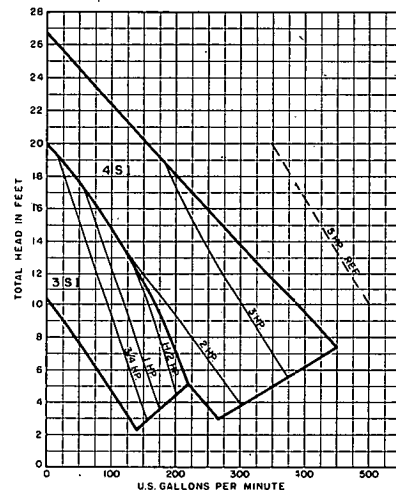
SELECTION CHART-ALL TORQUE-FLOW SUBMERSIBLE MODELS



SUBMERSIBLE TORQUE-FLOW PUMP 1735 RPM
Maximum motor frame sizes

~~3S1~~ 184 or 1811
4S1 215 or 2117

Horsepowers shown are for 3 phase 60 cycle motors. For single phase motors maximum horsepowers will be 2 on 3S1 pump and 3 on 4S1.



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For more information on the new TORQUE-FLOW Submersible Pump contact your nearest Torque-Flow distributor, or write to:

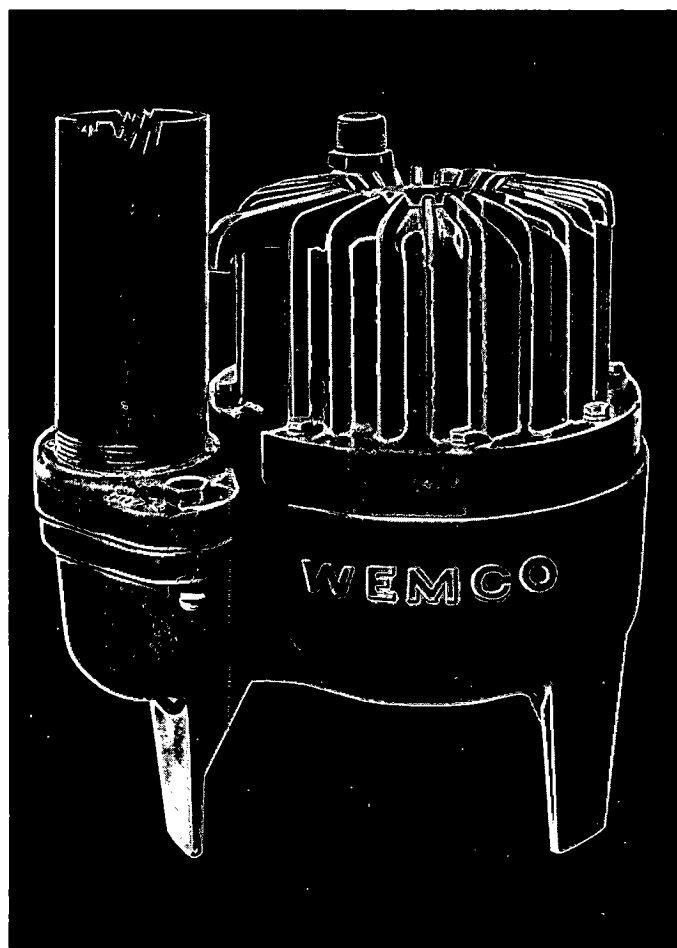


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650 FIFTH STREET, SAN FRANCISCO, CALIFORNIA

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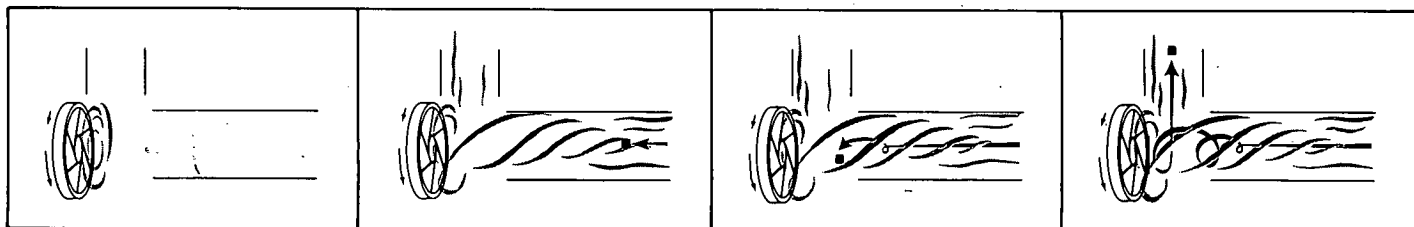
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NO M.F.I. STEPS

(USE ALUM. LADDER)

Controls - Square D
float controls with
start-stop switch
also included will
be a high water
alarm due to not
being able to put
overflow to suitable
ditch. Controls will
be housed in a
sheet metal case
with suitable
lock to make it
tamper-proof.

STATE OF INDIANA

Address Reply to:

Indiana State Board of Health
1330 West Michigan Street
Indianapolis, Indiana



State Board of Health

May 26, 1960

Mr. John T. Stapleton
Monroe County Court House
Bloomington, Indiana

Dear Mr. Stapleton:

Re: South Rogers Street Sanitary Sewer

The plan and specifications for the subject sewer were reviewed and the following comments noted:

1. No return bend was noted on the force main at the discharge manhole. ✓
2. Drop manhole construction is recommended for influent sewers into the wetwell. ✓
3. How will the pump be removed for service? No provisions, such as a mechanical joint, were noted on the discharge pipe. What provision will be made for entering the lift station?
4. In the event of a pump failure, is an overflow provided? What type of pump controls will be provided? ✓

Your comments regarding the above points would be appreciated.

Very truly yours,

Oral H. Hert, Chief
Sewage Disposal Section
Division of Sanitary Engineering

HDW:mp

STATE OF INDIANA

Address Reply to:

Indiana State Board of Health
1330 West Michigan Street
Indianapolis, Indiana



State Board of Health
May 21, 1960

Mr. Mel Myers
702 Graham Drive
Bloomington, Indiana

Dear Mr. Myers:

Re: Proposed Mobile Home Park

Your letter of May 19, 1960, addressed to the Indiana State Board of Health requesting information in regard to new mobile home park construction has been referred to me.

Plans for your proposed mobile home park must be submitted several weeks before you expect to undertake park construction in order to allow adequate time for us to review your drawings and advise you pertaining to the requirements of the Mobile Home Park Licensing Law and Regulations. Before developing plans, you should contact your local county and/or city planning commission concerning local zoning requirements.

We are sending you copies of the Mobile Home Park Licensing Law, Regulation 21, a manual for mobile home parks and an outline sheet for mobile home park plans to aid you in preparing satisfactory plans. We would recommend that plans and specifications be prepared by a registered engineer or architect proficient in this type of work.

The construction of your proposed park should not be undertaken until you receive a letter approving your plans from the Indiana State Board of Health. After plans have been approved, this office should be notified in time to make inspections of roughed-in plumbing and sewage disposal facilities before septic tanks, sewers, and secondary disposal systems are covered. Your request for an inspection should allow ample time for our representative to include same in his itinerary, which is planned one week in advance to conserve time and to economize on travel expenses.

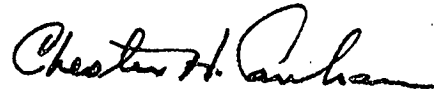
Proposed Mobile Home Park

May 24, 1960

You should apply for a Mobile Home Park License after your park construction has been approved. Your Mobile Home Park License must be obtained before you park more than two mobile homes.

If you have any questions, do not hesitate to contact this office.

Very truly yours,



Chester H. Canham
Sanitary Engineer
Central Area

RW/zmb

cc: County Planning Commission /
T. L. Wilson, M.D., County Health Officer
Enclosures

STATE OF INDIANA

Address Reply to:

Indiana State Board of Health
1330 West Michigan Street
Indianapolis, Indiana



State Board of Health

June 10, 1960

Mr. William Nicholson
327 West 1st Street
Bloomington, Indiana

Dear Mr. Nicholson:

Re: Approval of Plans and Specifications
for South Rogers Street Sewer and
Lift Station and Force Main, Bloomington

You are hereby notified that the State Health Commissioner of the State of Indiana has this 10th day of June, 1960, approved the plans and specifications for the construction of the South Rogers Street sewer and lift station and force main.

This project will consist of approximately 525 feet of 8-inch sewer, 200 feet of 4-inch force main, and a lift station with a submersible sewage pump. The 8-inch sewer will discharge to an existing sewer at the corner of Graham Avenue and Rogers Street.

This approval is given with the following conditions:

1. That the City of Bloomington agrees to the proposed connection.
2. That the City of Bloomington will provide necessary maintenance after construction.

Plans and specifications were prepared by John T. Stapleton, and submitted for approval on May 20, 1960, with additional information submitted on June 3, 1960.

This approval shall be void if construction is not begun before July 1, 1961.

Sincerely,

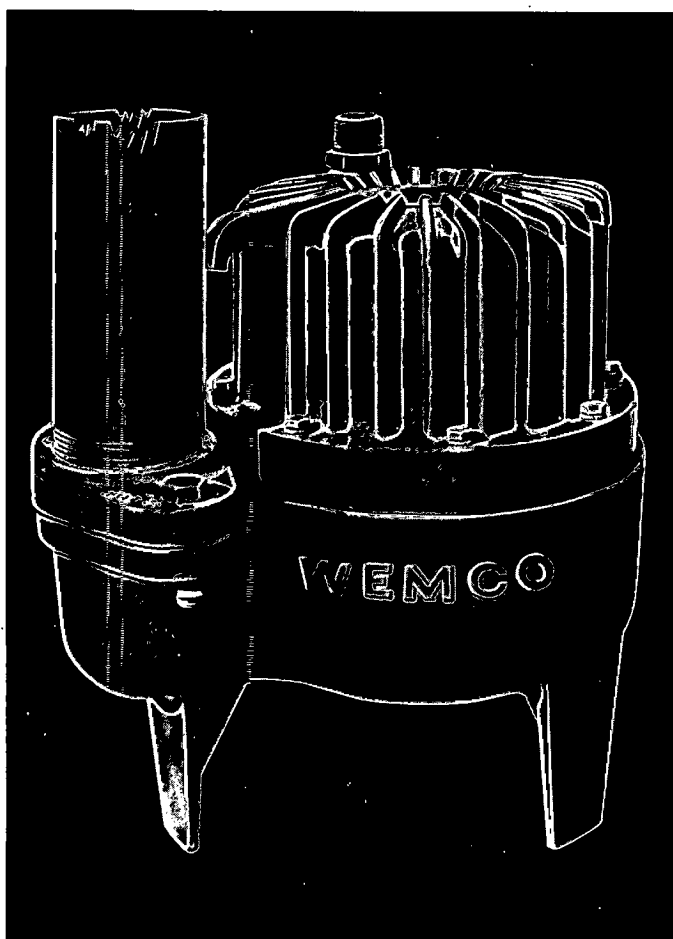
A. C. OFFUTT, M. D.
STATE HEALTH COMMISSIONER
INDIANA STATE BOARD OF HEALTH

Approval No. 5750

cc: Mr. John T. Stapleton
Board of Public Works, Bloomington



W & W EQUIPMENT CO.
9530 WASHINGTON BLVD.
INDIANAPOLIS 20, IND.
VICTOR 6-2117



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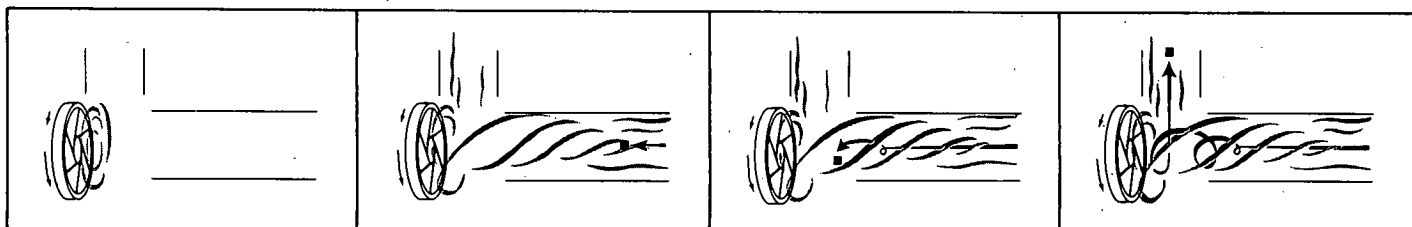
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TORQUE-FLOW SUBMERSIBLE PUMP SPECIFICATIONS

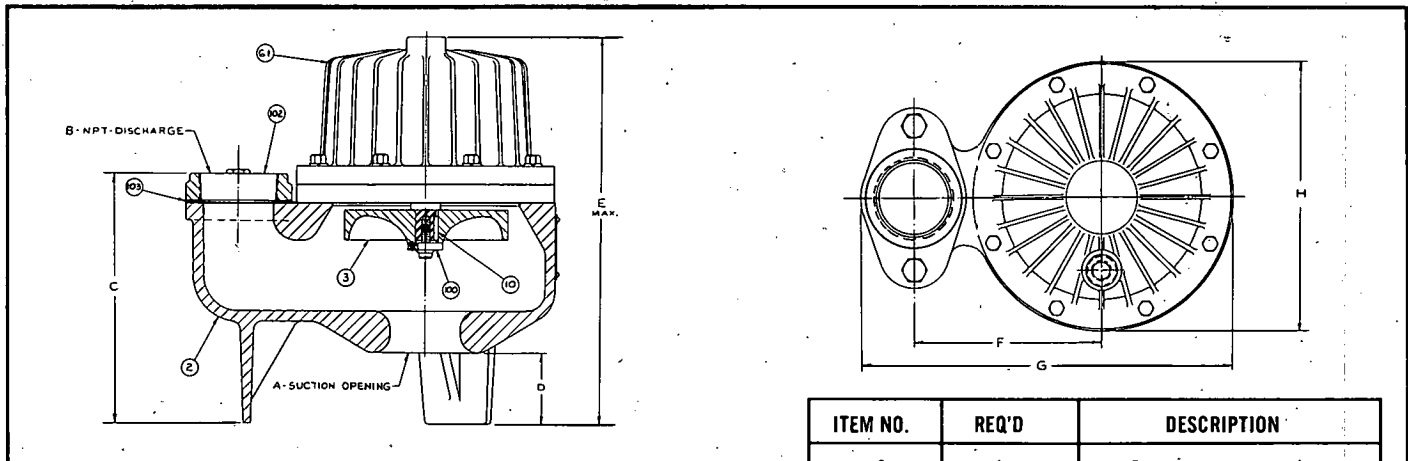
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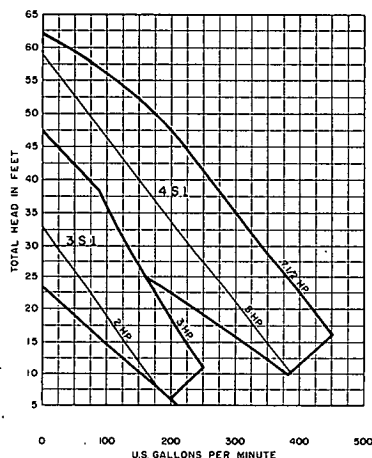
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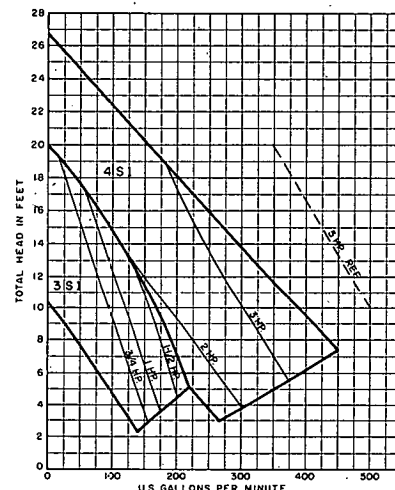
SELECTION CHART-ALL TORQUE-FLOW SUBMERSIBLE MODELS



SUBMERSIBLE TORQUE-FLOW PUMP 1735 RPM
Maximum motor frame sizes

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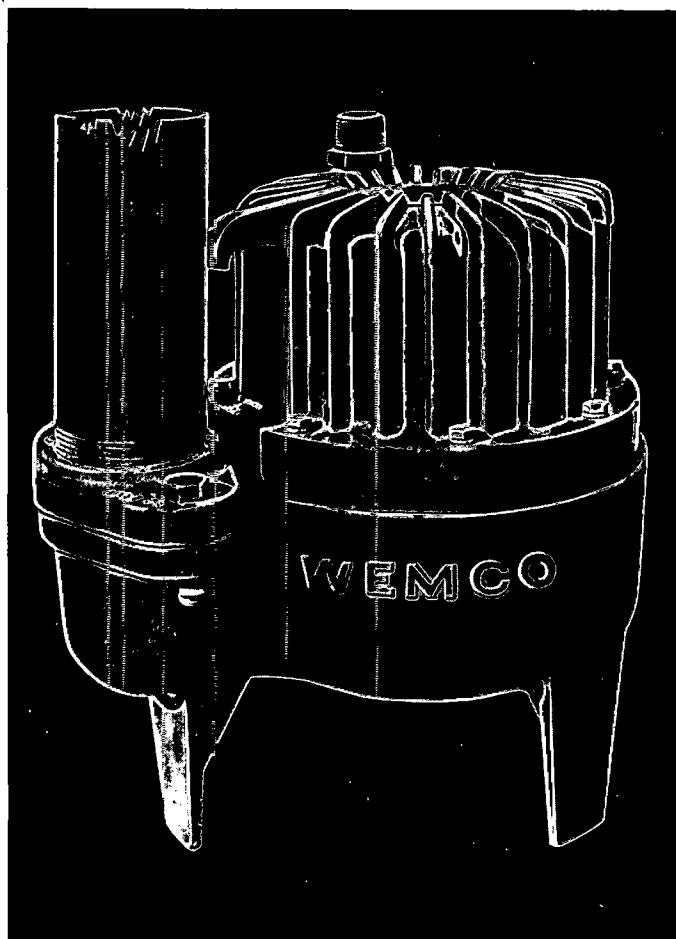
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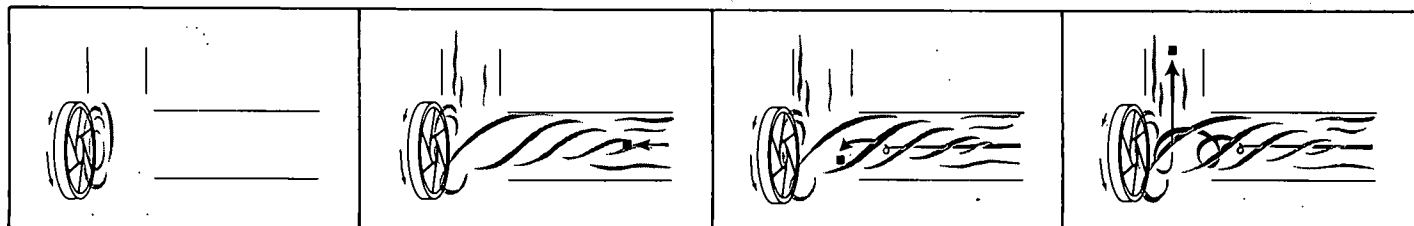
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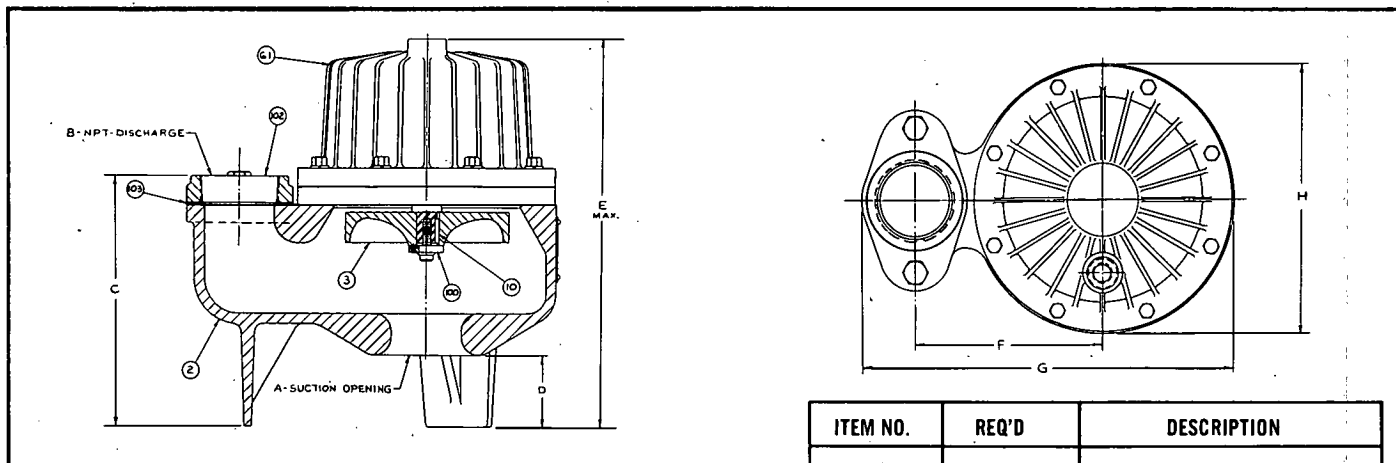
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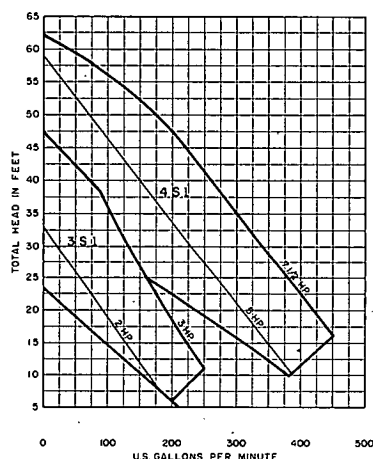
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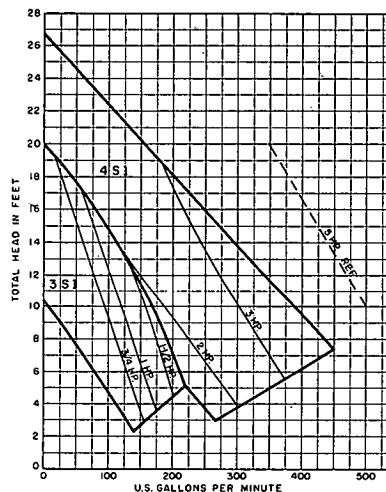
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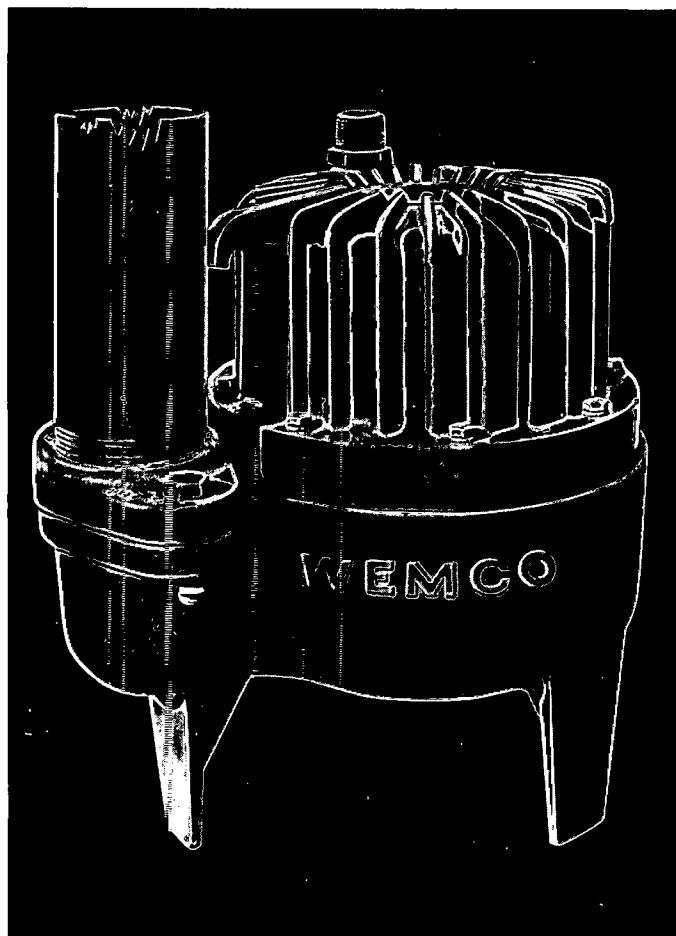
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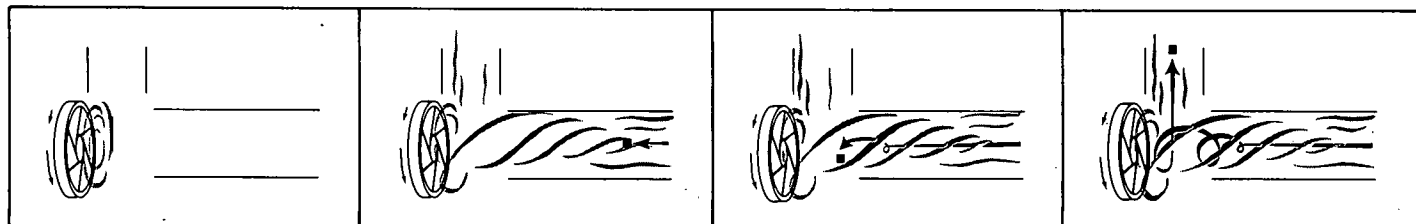
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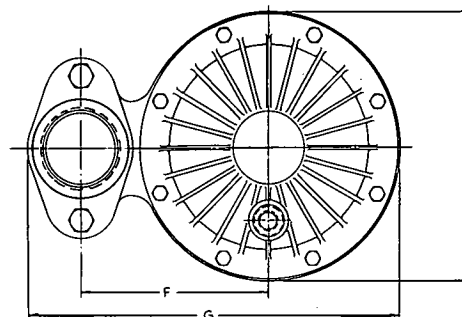
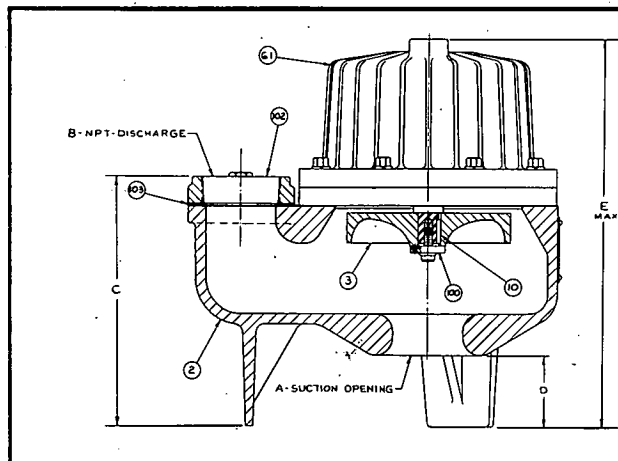
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The impeller is of patented recessed design. All internal case clearances are equal to the suction and discharge diameters so that all

material entering the case will pass through the pump.

The pump is supported by legs which are an integral part of the case elevating the suction from the sump bottom to allow free passage of solids. The suction inlet is contoured to prevent material from collecting at this point.

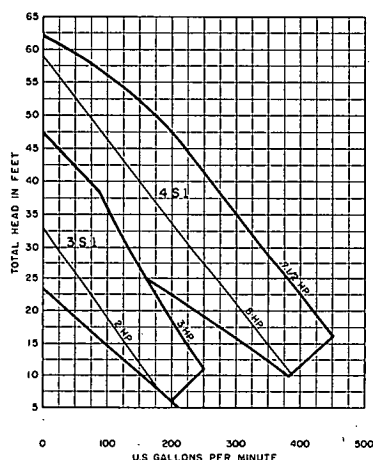
GENERAL ARRANGEMENT FOR 3" and 4" TORQUE-FLOW SUBMERSIBLE MODELS



PUMP SIZE	DIMENSIONS IN INCHES							
	A	B	C	D	E	F	G	H
3S1	3	3	10½	3	22⅞	8	15-13/16	11⅞
4S1	4	4	13-11/16	4	28	9½	18⅞	12¾

ITEM NO.	REQ'D	DESCRIPTION
2	1	Case
3	1	Impeller
10	1	Key-Impeller
61	1	Motor
100	1	Lockscrew-Impeller
102	1	Discharge Flange
103	1	Gasket-Disch. Flange

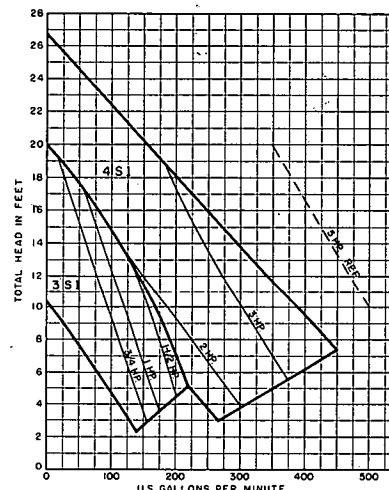
SELECTION CHART—ALL TORQUE-FLOW SUBMERSIBLE MODELS



SUBMERSIBLE TORQUE-FLOW PUMP 1735 RPM
Maximum motor frame sizes

3S1	184 or 1811
4S1	215 or 2117

Horsepowers shown are for 3 phase 60 cycle motors. For single phase motors maximum horsepowers will be 2 on 3S1 pump and 3 on 4S1.



SUBMERSIBLE TORQUE-FLOW PUMP 1140 RPM
Maximum motor frame sizes

3S1	184 or 1811
4S1	215 or 2117

Horsepowers shown are for 3 phase 60 cycle motors. For single phase motors maximum horsepowers will be 1½ on 3S1 and 3 on 4S1.

For more information on the new TORQUE-FLOW Submersible Pump contact your nearest Torque-Flow distributor, or write to:



A DIVISION OF
WESTERN MACHINERY COMPANY
650 FIFTH STREET, SAN FRANCISCO, CALIFORNIA

TO: L. DERRELL WEAVER, Chairman Monroe County Traffic Commission

REFERENCE: Problem of increased traffic flow of passenger vehicles and trucks to and from the J.R. Figg Co., FRANKLIN PLANT, and WESTINGHOUSE PLANT on Curry Pike two miles west of BLOOMINGTON, INDIANA.

Increased traffic has created somewhat of a bottleneck in the area of the intersection of VERNAL PIKE & CURRY PIKE.

The narrow overhead bridge over the MONON RAIL ROAD near the intersection is not recommended for heavy volume of traffic nor heavy loaded truck traffic.

No exact traffic count of this intersection area has been made and the weight limitations of the narrow bridge over the MONON RAIL ROAD is not known at present.

TWO SUGGESTED CORRECTIONS OF THIS MATTER ARE GIVEN:

1. Building of short highway (about 700' to 800') from points F to G as shown by broken line on attached map. This land is owned by MONON RAIL ROAD and officials of the rail road have indicated that they would give land for road building purposes. The rail road is not in agreement to cutting down the grade and eliminating the narrow bridge which would require among other things a flasher light or rather red rail crossing light. This solution would take care of heavy traffic volume and weight that moved north-west from the area.
2. A second plan and more expensive would be to continue Curry Pike northward from Vernal Pike approximately 3/4 mile to Smith Pike as shown by dotted lines from point H to point B. This may be best solution later provided funds are available. This would be direct line to state road 46 from the rapid developing industrial area on Curry Pike.

Distance from Point H to Point B by way of I is about one half mile further than from Point H to Point B by way of F, E, D, & C. There is a high grade crossing over the rail road at point D which is not desirable for truck traffic. The rail road signal light on Curry Pike at the Monon Rail road would still be in use without any additional signal if plan 1 or plan 2 were effected. Plan 1 could be put into effect with usage of county equipment and manpower at nominal cost. However, Plan 2 has been estimated at possible cost of \$35,000.00 not counting buying up property and house at the intersection H. Person making off-hand estimate does not wish to be identified.

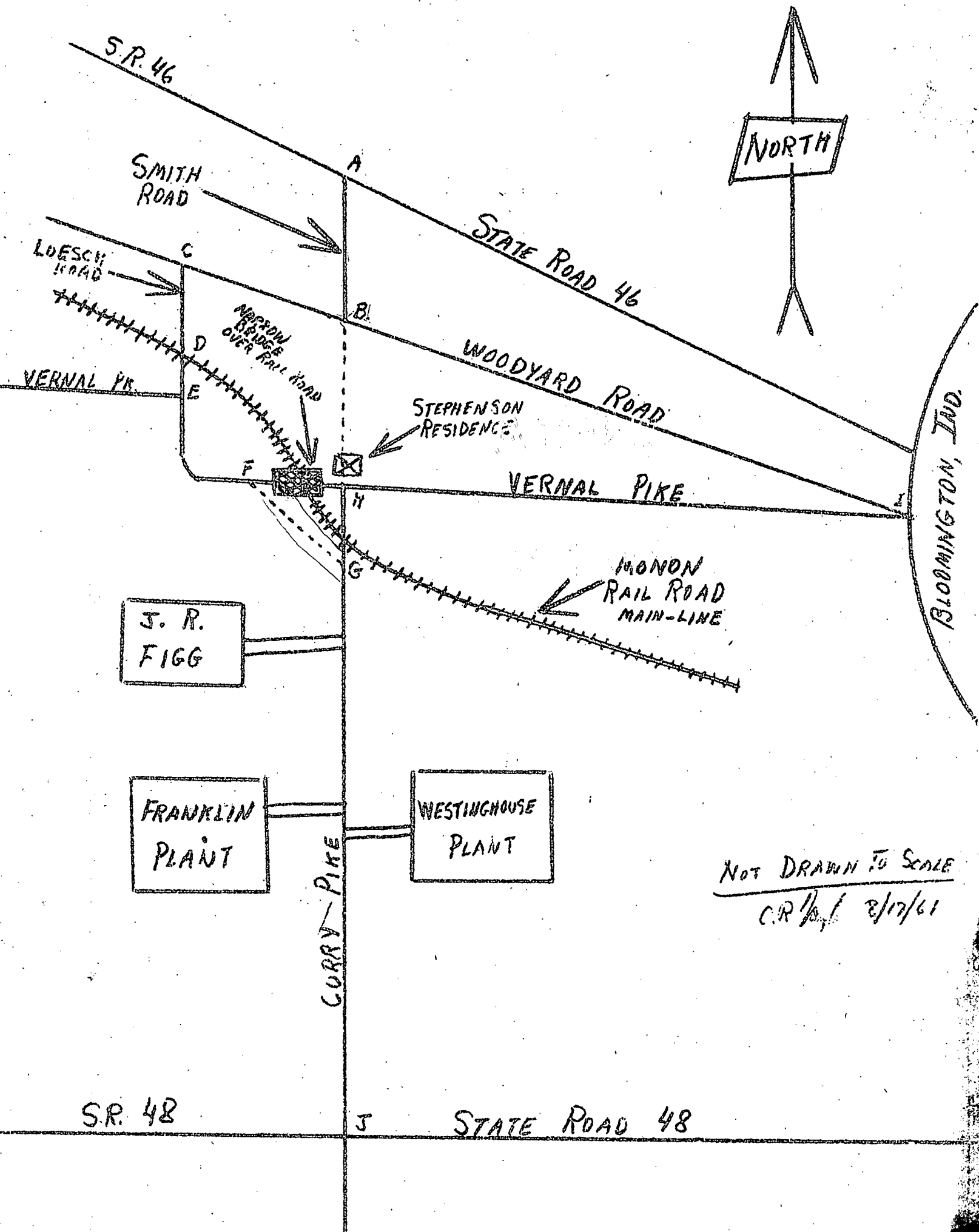
This information is for your due consideration. No further action is anticipated on this particular project unless further instructed.

RESPECTFULLY,

JAMES HALL, Member

CHARLIE TAYLOR, Member

8/17/61



*Moore's Pike
Bridge*

SPECIFICATIONS AND PROPOSAL

MONROE COUNTY BRIDGES

John T. Stapleton
County Engineer

INFORMATION FOR BIDDERS

- 1. Sealed proposals for the following described work will be received by the County Commissioners of Monroe County, Indiana at their office in the Court House until _____ o'clock _____, of _____ 19 _____, at which place and hour they will be publicly opened and read.
2. BIDS: A unit price shall be submitted for each item as set out in the proposal. Each bid must be accompanied with a Certified Check or Bid Bond for 10% of the total amount.
3. RIGHT TO REJECT BIDS: The Board expressly reserves the right to reject any and/or all bids.
4. SIGNATURES AND AFFIDAVIT: Each bid must be signed in ink by the person or authorized officer or member of the firm or corporation making the bid.
5. FILING BIDS: All bids shall be filed with the County Commissioners on or before the day and hour mentioned above, and stated in the advertisement. No proposal presented after this time will be accepted.
6. ESTIMATED QUANTITIES: Wherever quantities are listed, given or shown, they are the quantities estimated to be required to complete the work shown on the drawings and/or required by the specifications. Although these quantities are intended to be correct, they are not guaranteed to be so. Before using said list of quantities the contractor shall determine to his own satisfaction that they are correct and he shall not be entitled to any claim of loss because of his failure to do so. Changes in quantities due to any changes in the plans and specifications ordered by the Owner or to correction of errors in said drawings and specifications will be covered by change orders to this contract.
7. BONDS: The successful bidder, at the time of signing the contract, will be required to furnish a performance bond for 100% of the bid amount.
8. EXAMINATION OF LOCATION AND PLANS: Plans are available at the office of the County Engineer, and bidders are expected to examine them before submitting their bids. Bidders must satisfy themselves by personal examination of the location of the proposed work, and by such other means as they may choose, as to the accuracy of the estimates of the work to be done, and shall not at any time after the opening of the bids dispute or complain of the statement or estimate of the Engineer, nor assert that there was any misunderstanding as to the nature or amount of the work to be done.

9. COMMENCING WORK: The work, under these specifications shall be commenced within 10 days from the date of award of contract and shall be completed and ready for final inspection within 45 days after award of the contract.

10. COMPLAINE WITH PROVISIONS: All bids failing to comply with the provisions set forth herein may be rejected by the Owner.

SPECIFICATIONS

for

MOORE'S PIKE BRIDGE

MONROE COUNTY, INDIANA

1. Indiana State Highway Department specifications are made a part hereof by reference hereto and shall take precedence over all others in so far as they pertain to materials and methods of construction; however, they shall not pertain to this job in so far as payment is concerned.
2. Bridge Decks to be furnished by Contractor shall be constructed of prestressed beams as shown by the drawings designed to support H 20 S 1644 AASHO LOADING in accordance with Recommendations for Prestressed Concrete by the ACI-ASCE Joint Committee #323.
3. FOUNDATIONS of abutments shall be constructed at elevations shown on plans. Concrete classes called for are 1963 Indiana State Highway Specifications, Section E5.
4. GUARD RAIL shall be 10 gauge beam type and shall come with a shop coat of red lead paint, and shall be furnished and erected by Contractor.
5. County to provide a wearing surface on new structure and perform any other roadway work required.
6. Removal of old structure to be done by Contractor. Plans indicate method and place of disposal.
7. Bituminous expansion joint shall be constructed at places as shown on the plans. No direct payment will be made for this item, but the cost thereof shall be included in the price of the prestressed concrete deck.
8. Payment for all excavating will not be made as such, but will be included in the payment for concrete.
9. Payment for piling, when required, will be based on actual footage using the unit price bid.
10. Permission to use explosives may be given, but must be approved by county engineer in writing.

NON-COLLUSION AFFIDAVIT

The Bidder, by its officers and _____
Agents, representatives present at the time of filing
this bid, being duly sworn, on their oaths say that
neither they nor any of them have in any way, directly
or indirectly, entered into any agreement or agreements
with any other bidder, or with any public official.
Whereby such affiant or affiants or either of them, has
paid or is to pay to such bidder or public official any
sum of money, or has given or is to give to such other
bidder or public official anything of value whatever,
or such affiant or affiants or either of them has not
directly or indirectly entered into any agreement or
arrangement with any other bidder or bidders, which
tends to or does lessen or destroy free competition in
the letting of the Contract sought for the attached bids;
that no inducement of any form or character other than
that which appears upon the face of the bid will be sug-
gested, offered, paid or delivered to any person whomso-
ever to influence the acceptance of said bid or awarding
of the Contract; nor has this bidder any agreement or
understanding of any kind whatsoever, with any person
whomsoever to pay deliver to, or share with any other
person in any way or manner, any of the proceeds of the
contract sought by this bid.

Suscribed and sworn to before me by _____

this _____ day of _____, 19 _____.

My commission expires:

PROPOSAL FORM

Pursuant to notice given, the undersigned proposes to perform and guarantee all things required to be performed or guaranteed to furnish all labor, and to furnish all materials and equipment except as otherwise provided, and do all other things necessary to complete the work required for the construction of Moore's Pike Bridge in accordance with the plans and specifications on file in the office of the county engineer.

Each proposal shall contain a 96A Form with unit prices listed thereon as indicated below. Unit prices shall be inserted in the proper spaces provided therefore and extension shall be made by multiplying said Unit Price by the estimated quantities listed on the form to get a cost for each constructed item. The costs of the several construction items shall be totaled to obtain a lump sum bid for the work covered. All figures must be entered in type or ink.

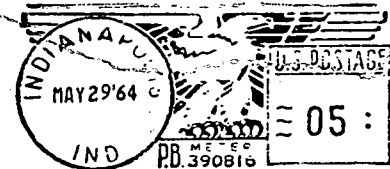
	QUANTITY	UNIT	UNIT Price	TOTAL Est.
1. Prestressed concrete bridge deck in place: 1 span @ 24'-0" including bearing pads, dowels, tie rods, grout and curbs.	1	Lump Sum		
2. Steel beam guard rail.	48	Lin.Ft.		
3. Class F Concrete	66.3	Cu.Yds.		
4. Reinforcing steel.	7,320	Lbs.		
5. Removal of old structure.	1	Lump Sum		

TOTAL _____

Signature _____

BIDDERS	LOCATION	AMT.	ALN.	
WEDDLE BROS. H	KINSEER PK	39,931.00 12,500.00	34,931.00	
	MOORE'S PK	12,282.47 ✓	11,682.47 ✓	
	ANDERSON RD.	17,009.87	16,009.87	
	CREOSOTE RD.	11,390.20	10,190.20 ✓	
FIGG CH	KINSEER PK			
	MOORE'S PK.			
	ANDERSON RD			
	CREOSOTE RD			
HOOLEY CH	KINSEER PK			
	MOORE'S PK.			
	ANDERSON Rd.			
	CREOSOTE Rd.			
HUBER CH	KINSEER PK	34,920.00		
	MOORE'S PK	15,761.20		
	ANDERSON Rd.	19,537.80		
	CREOSOTE Rd.	14,660.00		
CONNERS CH	KINSEER PK	30,543.00 ✓		
	MOORE'S PK	12,502.60		
	ANDERSON Rd.	15,711.20 ✓	OVER BID.	PILES - 7.00 = 630.00
	CREOSOTE Rd.	10,567.00 ✓		
JIMMIE SEAMON (m.s.) CH	KINSEER PK			
	MOORE'S PK	11,714.85		
	ANDERSON Rd.			
	CREOSOTE Rd.	10,173.00		
ALIGANI WELF PK CHILDERS RD CREOSOTE RD	KINSEER PK	30,800.00 ✓		
	MOORE'S PK			PILES - 8.00 = 720.00
	ANDERSON Rd	19,398.00		
	CREOSOTE Rd			WAGE RATES

State of Indiana
Flood Control and Water Resources Commission
606 INDIANA STATE OFFICE BUILDING
100 N. SENATE AVENUE
INDIANAPOLIS 4, INDIANA



Mr. Brice F. Bender
Monroe County Courthouse
Bloomington, Indiana

INDIANA FLOOD CONTROL AND WATER RESOURCES COMMISSION

606 INDIANA STATE OFFICE BUILDING

100 NORTH SENATE AVENUE

INDIANAPOLIS 4, INDIANA

May 28, 1964

TELEPHONE: MELROSE 3-5267

Board of County Commissioners
Monroe County
County Courthouse
Bloomington, Indiana

Gentlemen:

Enclosed is Certificate of Approval granted by the Commission at its meeting on May 22, 1964, and an Engineer's Report for the following:

Docket No.

B-1387

Certificate of Approval issued to:

Board of County Commissioners of Monroe County,
for approval of plans to construct a bridge
over Bean Blossom Creek, located about 2,000
feet downstream from State Road 37 near the
center of sec. 8, T. 9 N., R. 1 W., about 4.6
miles north of Bloomington in Monroe County,
Indiana.

Very truly yours,

William J. Andrews

William J. Andrews
Head, Engineering Services
Division

WJA:sh
enclosures

cc: Brice F. Bender

STATE OF INDIANA
FLOOD CONTROL AND WATER RESOURCES COMMISSION

Certificate of Approval
of
Construction In A Floodway

This certificate is issued to ~~Board of County Commissioners, Monroe County, Indiana~~
in accordance with an application dated ~~May 7, 1964~~
filed by ~~Erice F. Bauer~~
for ~~approval of plans to construct a bridge over Bean Blossom Creek, located about~~
~~2,000 feet downstream from State Road 37 near the center of sec. 8, T. 9 N.,~~
~~R. 1 W., about 4.6 miles north of Bloomington in Monroe County, Indiana.~~

upon the finding by the Commission that the proposed work will not in the reasonably foreseeable future interfere with flood control in the State, or adversely affect the efficiency of nor unduly restrict the capacity of the floodway or constitute an unreasonable hazard to the safety of life or property. The Commission approves the proposed work, subject to the limitations and conditions stipulated below, provided the project is constructed and maintained in accordance with the plans, specifications, and other data submitted with the application. There shall be no deviation from said plans unless the proposed change in plans shall first have been submitted to and approved in writing by the State of Indiana acting by and through its Flood Control and Water Resources Commission.

LIMITATIONS AND CONDITIONS

~~It is recommended that the application be approved under the condition that the~~
~~road across the flood plain be maintained at its present elevations to provide~~
~~the necessary floodway for flood flows.~~

Further limitations and conditions are that notice shall be given the Commission five days prior to the beginning of construction. This approval shall become void if construction of the project has not been started within ~~30~~ months of the date of this Certificate. The approval by the Commission does not relieve the person making application of the responsibility to obtain all other permits, easements, or approvals nor of liability for the effects of his project upon the safety of life and property of others.

Approval Recommended:

Approved by the Commission:

J. J. Gerrey

Chief Engineer

May 24, 19 *64*

John E. Mitchell

Secretary

Docket No. **B-1387**



INDIANA FLOOD CONTROL AND WATER RESOURCES COMMISSION
INDIANAPOLIS, INDIANA

Docket No. B-1387

Date: May 12, 1964

ENGINEER'S REPORT

MONROE COUNTY BRIDGE OVER BEAN BLOSSOM CREEK
NEAR BLOOMINGTON, INDIANA

Application, Docket B-1387, dated May 7, 1964, has been submitted by Brice F. Bender in behalf of the Board of Commissioners of Monroe County, Indiana, for approval of plans to construct a bridge over Bean Blossom Creek.

The project is located about 2,000 feet downstream from State Road 37 near the center of sec. 8, T. 9 N., R. 1 W., about 4.6 miles north of Bloomington in Monroe County, Indiana.

The present structure is a covered bridge having a clear span of 72 feet. The superstructure will be removed and the present abutments will remain in place.

The proposed bridge will be a two-span deck-type, prestressed concrete structure 101 feet long. Span lengths will be 55 feet and 46 feet. The bridge will be built on a 0.0025 slope, without skew.

The pier will be a pile bent with a concrete cap. Every third pile will be vertical, the middle two being battered either way for lateral stability.

The abutments each will consist of a single row of vertical piling capped with a concrete seat behind the existing abutments, which will function as protection walls.

The low structure elevation of about 584.5 feet will be at the right end of the bridge. The left end of the bridge will be about 0.25 feet higher.

Total effective waterway opening through the bridge will be about 905 square feet. Above an elevation of 582.3 feet, an overflow area of undetermined size becomes effective on the right bank.

The drainage area at the project site is about 126 square miles, as determined from U. S. Geological Survey gaging records and planimetered areas from U. S. Geological Survey topographic quadrangles.

About 64 square miles of the drainage area are regulated to some extent by Lake Lemon (Bloomington Water Supply Reservoir) and another 8 square miles by Griffey Creek Reservoir.

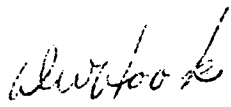
Date: May 12, 1961

Since the beginning of operation at Lake Lemon in April 1953, the largest discharge recorded at the gaging station at Dolan (drainage area, 100 square miles) was 8,530 cubic feet per second on June 23, 1960. Adjusting this discharge to the bridge site on the basis of square roots of drainage areas indicates an estimated discharge at the project site for that flood of about 9,600 cfs.

If a discharge of this magnitude were confined to the bridge opening, an average velocity of about 10.6 feet per second would be produced. This velocity would be great enough to produce considerable heading-up above the bridge and could be expected to damage the substructure of the bridge. However, it is also expected that the additional overflow area, which appears to extend along about 1,200 feet of roadway to the north and east, would reduce this computed velocity.

Larger floods than that of June 1960 can be expected. The storm of May 1956 and other very severe storms which have occurred since 1913 on the West Fork White River basin indicate that a peak discharge of about 14,000 cfs could reasonably be expected, stressing the necessity of maintaining the existing overflow area.

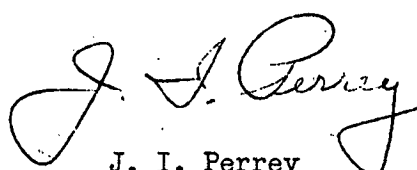
The waterway opening through the proposed bridge is no smaller than that provided beneath the former covered bridge. The Board of Commissioners for Monroe County has furnished a letter to the effect that the road across the flood plain will not be raised. Consequently, the overflow area that is available will be preserved.


D. W. Hook
Engineer

RECOMMENDATION:

The proposed bridge alone will be inadequate to pass expected flood flows, but a wide overflow area is available which will bypass a large part of such flows around the bridge.

It is recommended that the application be approved under the condition that the road across the flood plain be maintained at its present elevations to provide the necessary floodway for flood flows.


J. I. Perrey
Chief Engineer

R. J. COONEY.

WATER SPECIFICATIONS

John Stapleton
"Marlin Hills Press"

MARLIN HILL WATER SYSTEM
SPECIAL PROVISIONS
WATER MAIN CONSTRUCTION

The following special provisions shall apply to the construction, testing, servicing methods and procedures to be followed in installing the several sizes of water mains connecting to the Bloomington Water Utility facilities.

1. Type of pipe and fittings:

- a. All pipe shall be Class 150 (and 250 as shown on plans) cast iron cement lined, centrifugally cast mechanical joint with lead tipped Gasket, or slip joint with copper wedges all as specified in Federal Specifications WW-P-421. Pipe shall be tested to not less than 300 pounds (450 for Class 250), hydrostatic pressure.
- b. All fittings shall be Class 250 mechanical joint, cast iron with lead tipped gasket as specified in Federal Specifications WW-P-421.

2. Gate Valves:

- a. Gate valves shall have the iron body with bronze mounting type of construction, double disk type operation, designed for a working pressure of 150 pounds (250 for area requiring Class 250 pipe), shall have been tested to 300 pounds hydrostatic pressure (450 for Class 250) and shall have the non rising stem. All valves greater than 8" shall be installed in manhole having an inside diameter of 4'-6", a 22" heavy duty ring and cover assembly and set on a brick pier with operating nut 9" off center of manhole.

3. Hydrants:

- a. Fire hydrants shall have a 5" steamer and 2, 2 $\frac{1}{2}$ " inch hose connections with attached 6" valve designed for a working pressure of 150 pounds. Hydrant and branch shall have 42" cover, operating nut on steamer shall be a minimum of 6" behind face of curb, ring shall not be more than 3" above design grade, elbow shall be on solid ground, or on 6" of crushed stone but shall not set on solid stone, and shall be "kicked" by placing broken concrete, brick or concrete. Pit shall be filled to point 3" above elbow assembly with crush stone.

4. "Kicker Size"

- a. The following areas are required for poured concrete "kicker blocks" for the several sizes where 150 pound class pipe is specified on drawings and shall be poured against undisturbed earth, unless approved by City Engineer.

Size of pipe	Degree of bend or fitting	Area required
12" (150#)	90°	36"x36"
8" (150#)	45°	24"x24"
	90°	24" x24"
12" (250#)	45°	18"x18"
	90°	42"x42"
8" (250#)	45°	30"x30"
6" (250#)	90°	18"x18"
	90°	15"x15"

5. Excavation:

All pipe, and hydrant branches shall be laid to a depth not less than that which results in 42" of cover. The width of trench shall be a minimum of 24" or outside diameter of pipe plus 16" whichever is greater in soil and outside diameter plus 8" or 24" whichever is the greater in rock excavation. The trench shall be excavated to a depth of the bowl of pipe except at joints and shall conform to shape of pipe. No cradles will be allowed.

Rock payment will be made on the basis of above and shall be 6" below bottom of pipe which 6" shall be refilled with #11 crushed stone, thoroughly tamped. Where blasting is necessary, special care shall be taken to protect life and property in conformance with all local and state laws governing such work. The City Engineer or his authorized representative shall be informed whenever blasting is to take place and all blasting shall be performed by an experienced "blast" technician.

All surplus material shall be spoiled in adjacent areas if area is not final graded and shall otherwise be removed from the site. All excavation within limits of creek or ditch shall have a minimum of 36" of cover and be encased in high early strength concrete having a width of twice the nominal pipe size and a depth of at least 6" above the crown of the pipe.

6. Installation

No pipe shall be installed in trench having free water standing therein. Trench shall be kept dry by pumping from sumps located to the side of the main excavation.

Pipe shall be handled in a careful manner at all times to avoid damage and in a manner recommended by the AWWA specifications. All pipe after delivery to the site and immediately prior to installation shall be checked for damage, and be thoroughly cleaned by swab using an approved soap compound.

All lines extending more than 72 feet beyond a hydrant shall be left in position that a corporation cock "blow-off" may be installed for line clearance. After an approved sterilization test is completed, the riser shall be removed, corporation stop "fouled" in shut position and backfilled.

7. Pressure Test

Each section of main will be tested to the specific pressure established for the various classes and shall hold the pressure to the limits of the AWWA test. Any section of the system not passing this test shall be sectionalized and the failing joint or section of pipe replaced and the test repeated.

8. Backfill:

All backfill shall be delayed until all pressure tests have been made and approved. The trench shall be backfilled in 6" layers and tamped to a point 1 foot above the crown of the pipe below any material is deposited by mechanical means. Only the best of the excavated materials shall be used and in no event shall any stone brick or piece of concrete larger than 6" in diameter be used in the backfill. Whenever the trench crosses existing or proposed streets the backfill shall be deposited in 6" layers and tamped for the full depth of the backfill to facilitate immediate repaving or paving.

Areas having established grass surfaces shall be backfilled to a grade slightly higher than adjacent areas, raked, fertilized and seeded with type of grass of area if discernable.

9. Protection of Work:

All work and material used under this contract shall be protected against damage by the contractor and he shall take whatever precautions necessary to protect the owner and adjacent property from injury, and shall defend any suit arising out of his work where proven negligent or not, paying any judgements award to cover these damages.

10. Sterilization:

All lines shall be flushed through the fire hydrants and "blow-off" corporation cocks in the end of lines, until all distinguishable discolored water disappeared. The main shall then be sterilized with a chlorine solution introduced into the line in a form of chlorine gas under the direct supervision of the City Chemist. The concentration shall be at least 25 ppm of available chlorine and shall stand undisturbed by water withdrawal for a period of 24 hours or as specified by the City Engineer or City Chemist.

11. Clean Up:

The contractor shall keep the site as free of debris as possible and shall remove all waste materials from site each day. At the conclusion of the work he shall make an inspection of the site in the company of the owners representative and the Utility inspector.

All blacktop and concrete removed during the construction shall be replaced as soon as practical, however any pavement cut will be kept in good shape until patched.

12. Superintenance and Inspection:

The contractor will at all times furnish and have present on the job site a competent foreman who will receive instructions from owner or city representative and carry out such instructions within the limits of this contract. He will be responsible for the actions of all subcontractors and his own personnel. He shall hire only competent and skilled workmen and shall remove any member of his firm or have removed any member of a subcontractor who disregards the proper instruction of the owner or city inspector.

The project will be open at all times to the inspector for the Water Utility and all assistance will be given him in his inspection of the works. His time spent on the job will be reimbursed to the Utility at the established rate by the Contractor.

13. Acceptance and Guarantee:

The work contracted for will be deemed to have been completed upon the acceptance by the owner and City of Bloomington. All work and material must be guaranteed against all faults arising from or as a result of the work performed for a period of 1 year following this acceptance by owner and city.

14. Work at Purification Plant:

Extreme caution shall be used in working within the purification plant grounds and heavy equipment should be used only as necessary around the underground reservoirs. The Water Department will make the connection between the 12" main and the hydrant line near the purification plant.

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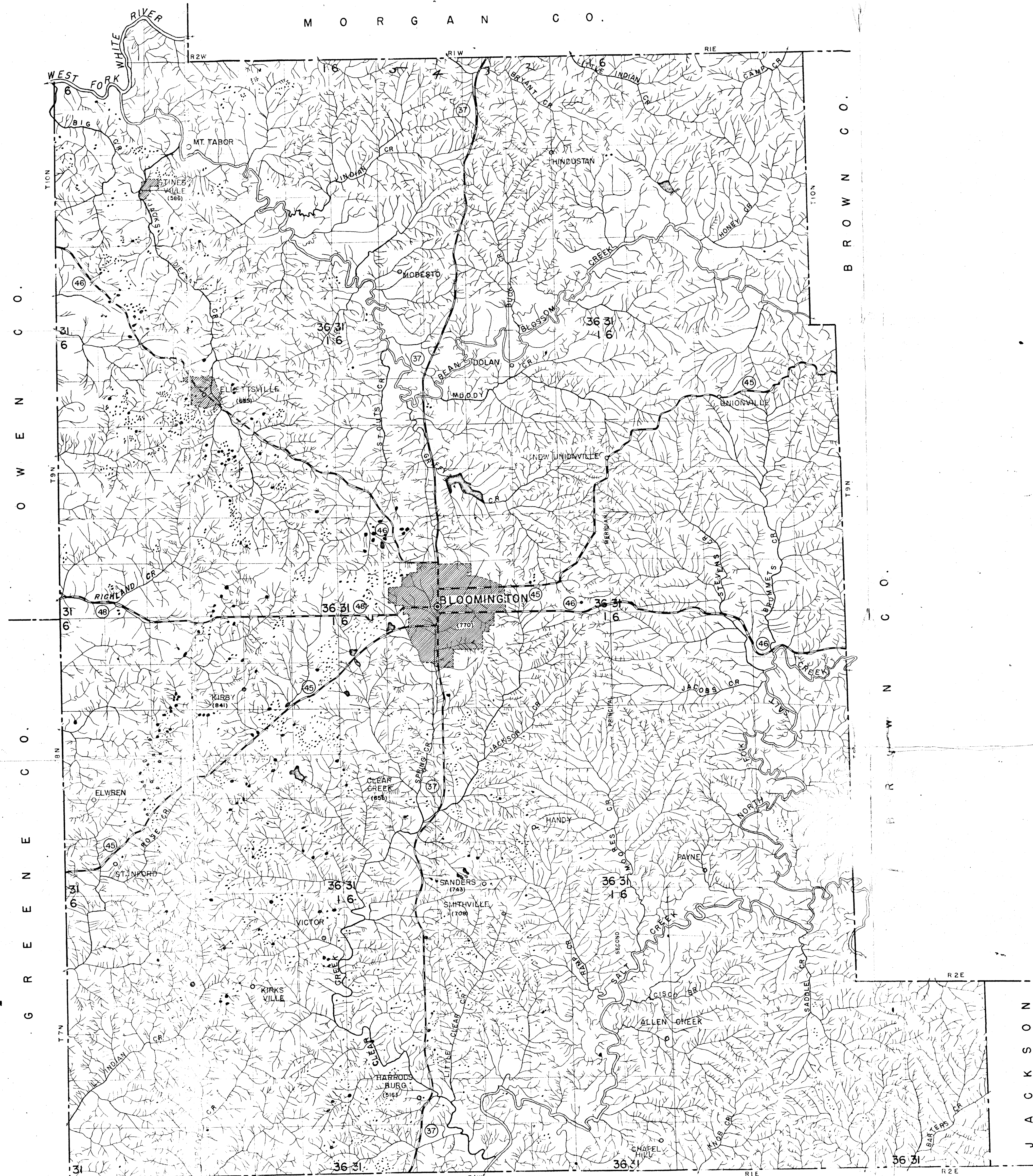
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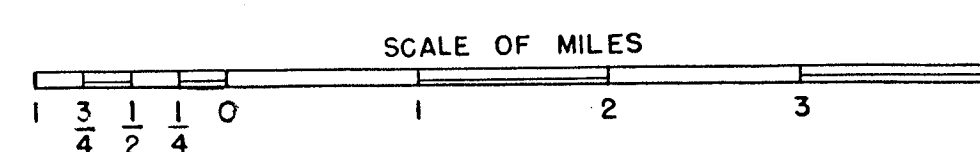
14. Work at Purification Plant:

Extreme caution shall be used in working within the purification plant grounds and heavy equipment should be used only as necessary around the underground reservoirs. The Water Department will make the connection between the 12" main and the hydrant line near the purification plant.



DRAINAGE MAP
MONROE COUNTY
INDIANA

PREPARED FROM
1939 AAA AERIAL PHOTOGRAPHS
BY
STATE HIGHWAY COMMISSION OF INDIANA
AT
PURDUE UNIVERSITY
1947



LEGEND	
	CITIES AND INCORPORATED TOWNS
	UNINCORPORATED CITY ADDITIONS
	STATE CAPITAL
	COUNTY SEATS
	OTHER TOWNS AND VILLAGES
	U.S. AND STATE HIGHWAYS
	STATE LINE
	COUNTY LINE
	CONGRESSIONAL TOWNSHIP CORNERS
	SECTION LINES
	APPROXIMATE ELEVATIONS
	MAJOR STREAMS
	PERENNIAL STREAMS
	INTERMITTENT DRAINAGE WAYS
	CANALS
	BRIDGES
	LAKES AND PONDS
	INFILTRATION BASINS
	SINK HOLES
	ELEVATED AREAS
	DAMS
	HEADWALLS